The Hong Kong Daily Press.

No. 7593 第七千五百九十三號 光緒壬午年二月十日 HONGKONG, MONDAY, APRIL 17TH, 1882. 壹[illegible] 香港英四月十七號 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

April 15, ESMERALDA, British str., 395, R. Talbot, Manila 13th April, General.—RUSSELL & Co.

April 15, CHURRUCA, Spanish steamer, 398, Abaroa, Manila 12th April, General.—REMEDIOS & Co.

April 15, CARNARVONSHIRE, British steamer, 1,520, W. Patrick, Saigon 11th April, Rice.—ADAMSON, BELL & Co.

April 15, LORNE, British steamer, 1,014, McKechnie, Saigon 11th April, Rice.—BUN HIN CHAN.

April 15, KATE DAVENPORT, American ship, 1,248, E. B. Mallett, Melbourne 11th February, Ballast.—CAPTAIN.

April 15, CHRISTEL, German bark, 879, J. Binnings, Cardiff 7th November, Coals.—ORDER.

April 15, LIDO, British steamer, 620, Lewis, Bangkok 8th April, General.—YUEN FAT HONG.

April 15, GREYHOUND, British steamer, 227, Scott, Hoihow 14th April, General.—ADAMSON, BELL & Co.

April 16, AMOY, British steamer, 814, C. Herrmann, Shanghai 12th April, General.—SIEMSSEN & Co.

April 16, PALADIN, British steamer, 896, F. P. Aubin, Saigon 10th April, Rice.—TUNG KEE.

April 16, KHIVA, British steamer, 1,419, George Scrivener, Shanghai 13th April, Mails and General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
APRIL 15TH.

Atjeh, Dutch str., for Amoy.
Esmeralda, British str., for Amoy.
H. Printzenberg, German bark, for Quinhon.
Olympia, German str., for Saigon.
Carisbrooke, British str., for Amoy.
Pernambuco, British str., for Saigon.
Emuy, Spanish str., for Amoy.
Japan, British str., for Singapore.
Lennox, British str., for Singapore.

DEPARTURES.

April 15, GLENAVON, British steamer, for Shanghai.
April 15, BLACKHALLS, British steamer, for Saigon.
April 15, HERTHA, German corvette, for Singapore, &c.
April 15, JAPAN, British steamer, for Singapore.
April 15, LENNOX, British steamer, for Singapore.
April 16, ATJEH, Dutch steamer, for Amoy.
April 16, CARISBROOKE, British steamer, for Amoy.
April 16, PERNAMBUCO, British steamer, for Saigon.
April 16, OLYMPIA, German steamer, for Saigon.
April 16, FOKIEN, British steamer, for East Coast.

PASSENGERS.

ARRIVED.

Per *Esmeralda*, str., from Manila.—Messrs. Honey and Bullard, and 61 Chinese.

Per *Churruca*, str., from Manila.—Revs. Pedro Ricart, José Custo-Fray, Messrs. José Trovat, and Guillermo Preysler.

Per *Carnarvonshire*, str., from Saigon.—27 Chinese.

Per *Lorne*, str., from Saigon.—9 Chinese.
Per *Amoy*, str., from Shanghai.—30 Chinese.
Per *Paladin*, str., from Saigon.—50 Chinese.
Per *Lido*, str., from Bangkok.—26 Chinese.
Per *Greyhound*, str., from Hoihow.—64 Chinese.

Per *Khiva*, str., from Shanghai.—For Hongkong.—19 Chinese. For Singapore.—Mr. I. I. Winton and servant. For Venice.—Mr. and Mrs. F. W. White, 2 children and European nurse. For London.—Mr. and Mrs. Galles, 2 children and European nurse, Captain A. E. Knights, and Miss E. Adorff.

DEPARTED.

Per *Glenfruin*, str., for Saigon.—10 Chinese.
Per *Blackhalls*, str., for Saigon.—10 Chinese.
Per *Atjeh*, str., for Amoy.—30 Chinese.
Per *Olympia*, str., for Saigon.—100 Chinese.
Per *Carisbrooke*, str., for Amoy.—5 Chinese.
Per *Pernambuco*, str., for Saigon.—25 Chinese.
Per *Japan*, str., for Singapore.—7 Europeans and 864 Chinese.

TO DEPART.

Per *Esmeralda*, str., for Amoy.—60 Chinese.
Per *H. Printzenberg*, bark, for Quinhon.—4 Chinese.
Per *Emuy*, str., for Amoy.—45 Chinese.

REPORTS.

The British steamer *Lido* reports fine weather and light winds all the passage.

The British steamer *Greyhound* reports clear weather and fresh Easterly winds.

The British steamer *Amoy* reports fresh N.E. breeze and fine, clear weather throughout.

The British steamer *Esmeralda* reports first part had fine weather, latter part had strong N.E. winds.

The American ship *Kate Davenport* reports very strong N.W. to N.N.W. monsoons. South of the line had very bad weather.

The British steamer *Carnarvonshire* reports fine weather with light S.E. winds and calms till passing the Paracels; since then strong N.E. winds with heavy head sea.

The British steamer *Paladin* reports first part of the passage had light breezes, wind from E.S.E. towards S.W. Middle part had moderate breeze from E. to E.N.E. Latter part had brisk wind and squalls from N.E. with high short sea.

NAGASAKI SHIPPING.

April— ARRIVALS.
1, Strelock, Russian clipper, from Kobe.
1, Kiinokuni Maru, Jap. bk., from Yokohama.
1, Reindeer, Amr. bark, from a cruise.
2, Oaklands, British str., from Shanghai.
2, S. F. Hersey, Amr. ship, from New York.
3, Genkai Maru, Jap. str., from Kobe.
3, M. Tatham, British str., from Hongkong.
3, Tsuruga Maru, Jap. str., from Kobe.
3, Kanagawa Maru, Jap. bk., from Yokohama.
3, Sumida Maru, Jap. str., from Kobe.
3, Alert, U.S. gunboat, from Hongkong.
3, Sumanoura Maru, Jap. bk., from Yokohama.
3, Waverley, British str., from Vladivostock.
4, Europe, British str., from Shanghai.
4, Gervase, British str., from Tientsin.
5, Niigata Maru, Jap. str., from Hongkong.
7, Nagoya Maru, Jap. str., from Shanghai.

April— DEPARTURES.
1, Oleander, British str., for Shanghai.
1, Pelham, British brig, for Shanghai.
1, Ardantieno, British str., for Yokohama.
1, Tongoons, Russian g.-b., for Vladivostock.
2, Kumamoto Maru, Jap. str., for H'kong.
4, Genkai Maru, Jap. str., for Shanghai.
4, Sumida Maru, Jap. str., for Hongkong.
4, Tsuruga Maru, Jap. str., for Corea.
5, Magpie, British gunboat, for a cruise.
5, Reindeer, Amr. bark, for a cruise.
5, M. Tatham, British str., for Portland (Or.)
6, Niigata Maru, Jap. str., for Kobe.
6, Kiinokuni Maru, Jap. bk., for Yokohama.
6, Gornostai, Russian g.-b., for Vladivostock.
6, Strelock, Russian clip., for Vladivostock.
6, Oaklands, British str., for Shanghai.
7, Alert, U.S. gunboat, for Kobe.
7, Nagoya Maru, Jap. str., for Kobe.
7, Waverley, British str., for Shanghai.

AUCTION SALES TO-DAY.

LANE, CRAWFORD & Co.,
Sundry Goods,
At 11 A.M.

BANKS.

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL............ £1,500,000.

RATES OF INTEREST ALLOWED
ON DEPOSITS.
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Manager.
Oriental Bank Corporation,
Hongkong, 4th September, 1879. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.........2,100,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. REINERS, Esq.
H. Hoppius, Esq. | F. D. Sassoon, Esq.
Hon. F. B. Johnson. | M. E. Sassoon, Esq.
A. P. McEwen, Esq. | W. S. Young, Esq.
A. McIver, Esq. | C. Vincent Smith, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
9] Hongkong, 22nd March, 1882.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP........ £3,200,000.
RESERVE FUND.................. £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:

LONDON,	BOMBAY,	SAN FRANCISCO,
MARSEILLES,	CALCUTTA,	HONGKONG,
LYONS,	SHANGHAI,	HANKOW,
NANTES,	MELBOURNE,	FOOCHOW,
BOURBON,	SYDNEY.	YOKOHAMA.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
Messrs. C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

F. COCHINARD,
Agent, Hongkong.
9th February, 1882. [16

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [26

FOR SALE.

MESSRS. W. & T. LOCKETT'S Celebrated Brands Threlfalls Export PALE ALE and Findlater's *** DUBLIN STOUT in Pints and Quarts.
Fine OLD PORT, in cases of one dozen.
Also,
Sillery Mousseaux VIN DE CHAMPAGNE in cases of 2 doz. Pints and 1 doz. Quarts.

GEO. R. STEVENS & Co.
Hongkong, 1st January, 1882. [271

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.
"DAILY PRESS" OFFICE,
Hongkong.

FOR SALE.

THE Undersigned has FOR SALE the following Goods, just received.—
BEST INDIAN JEWELLERY of various kinds.
INDIAN CASHMERE SHAWLS.
SMOKING CAPS.
RUMPOOREE CHUDERS.
CASHMERE CLOTH, assorted for LADIES DRESSES.
ALL AT MODERATE PRICES.

N. M. KHAMISA,
8 and 10, Peel Street.
Hongkong, 30th January, 1882. [249

FOR SALE, CHEAP.

TWO New Gunboat's BOILERS, 20 H.P. each nominal; 1-10 H.P. VERTICAL BOILER, with a pair of Engines and Gear attached for working Silk or Cotton gins; 1 DOUBLE CYLINDER DONKEY ENGINE, 4 Small BOILERS, 2 STEAM WINCHES, 2 LAUNCH'S ENGINES, 1 CENTRIFUGAL PUMP capable of lifting 4,000 gallons of water per minute; 2 STEAM PUMPS, 1 CRABWINCH, 1 JIB CRANE, 1 TURNING LATHE, 2 BISCUIT MACHINES, 1 COPPER COOKING APPARATUS and CONDENSER, 3 COOKING RANGES, a BULLIVANT'S PATENT 4½ inch FLEXIBLE STEEL HAWSER, mounted on a Patent Reel; 2 DECK FORCE PUMPS; 30 IRON AXLETREES. A quantity of CHAIN CABLE in sizes from ⅜ to 2¼ inch.

For Particulars, apply to
J. M. ARMSTRONG,
1683] Auctioneer, Queen's Road.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [27

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The Daily Press Office.

NOTICES OF FIRMS.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. ARTHUR CHART in our Firm CEASED on the 31st March, ultimo.

FENWICK, CHART & Co.

The business will be carried on as heretofore by the remaining partner Mr. GEO. FENWICK, under the name and style of

GEO. FENWICK & Co.
Hongkong, 4th April, 1882. [436

CHINA FIRE INSURANCE COMPANY, LIMITED.

ON and after this date the Undersigned resumes his duties as SECRETARY of the Company.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 20th March, 1882. [545

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. CHS. J. GAUPP, Jr., Mr. LOUIS GAUPP, and Mr. HERMANN GAUPP in our Firm CEASED from the 1st March, 1882.
Our Firm consists now of Mr. JULES KEISER and Mr. CARL HEERMANN.

CHS. J. GAUPP & Co.
Hongkong, 17th March, 1882. [531

NOTICE.

WE have been appointed Agents for the MITSUI BUSSAN KAISHA, of TOKIO, at this Port.

GEO. R. STEVENS & Co.
Hongkong, 1st January, 1882. [272

NOTICE.

MR. MOLEDINA VEERJEE is authorized to Manage my Business and sign my name from this day.

REHEMOOBHOY HABIBBHOY.
Hongkong, 21st March, 1882. [553

TO BE LET.

TO BE LET.

THE ELIGIBLE BUSINESS PREMISES at present in the occupation of Messrs. MACEWEN, FRICKEL & Co., No. 43, QUEEN'S ROAD; also GODOWNS and SHOP adjoining same.
Apply to
LINSTEAD & DAVIS,
Hongkong, 15th April, 1882. [720

TO BE LET.

With Possession on 1st June Next.
THE HOUSE No. 1, Albany,—8 Rooms and Servants' Offices, Garden and Stabling. Gas and Water laid on.
Apply to
LINSTEAD & DAVIS.
Hongkong, 4th February, 1882. [287

TO LET.

COMMODIOUS OFFICES and COMPRADOR'S QUARTERS, &c., with or without GODOWNS, in Pedder's Wharf Buildings, at present in the occupation of Messrs. HESSE & Co. View of the Harbour. Possession to be had from the 1st May next.
Apply to
G. R. LAMMERT.
Hongkong, 6th April, 1882. [667

TO LET.

OFFICE AND GODOWN, Queen's Road Central. Very convenient. Apply to S. S. at the Office of this Paper.
Hongkong, 5th April, 1882. [658

TO LET.

(With Possession on the 1st May.)
THE New FAMILY RESIDENCE situate next to Excelsior on Robinson Road, replete with every convenience, Tennis Lawn Stabling &c.
Also,
8 First-class GODOWNS of all sizes—Waterside. Inspection is invited.
Apply to
SHARP, TOLLER, AND JOHNSON.
Hongkong, 1st April, 1882. [632

TO LET.

NO. 2, LOWER MOSQUE TERRACE.
J. M. ARMSTRONG.
Hongkong, 29th March, 1882. [604

TO LET.

OFFICES, in No. 13, QUEEN'S ROAD CENTRAL.
"No. 4, SEYMOUR TERRACE."
"No. 9, SEYMOUR TERRACE."
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 17th March, 1882. [34

GRANITE GODOWNS TO LET.
Apply to
Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [924

JOHN BAZLEY WHITE & BROTHER'S PORTLAND CEMENT.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [499

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
Hongkong, 4th March, 1882. [435

YACHT FOR SALE.

SEA DRIFT—4 tons, Coppered and Copper Fastened, all Hard Wood with Teak Deck. A new boat and very fast sailer, suitable for picnic or shooting excursions.
"G." Care of *Daily Press* Office.
Hongkong, 14th March, 1882. [507

E. CASSUMBHOY.

FURNITURE WAREHOUSE, Nos. 9, 11, 12, 13, and 14, BEACONSFIELD ARCADE, Opposite the City Hall.
HOUSES or ROOMS FURNISHED THROUGHOUT ON THE SHORTEST NOTICE.
FURNITURE, PIANOS, &c., FOR SALE OR HIRE.
A GOOD SELECTION OF BOOKS.
Some Choice Original Oil Paintings and Water Colours: Chromos, Engravings, &c.
A few Pieces of Genuine Old Porcelain and other Ware.
CHINESE AND JAPANESE CURIOS.
Hongkong, 14th March, 1882. [550

T. ALGAR AND COMPANY
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
9, QUEEN'S ROAD EAST. [29

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have been instructed by the Commissary General of Ordnance, China, to Sell by Public Auction,
THIS DAY,
the 17th day of April, 1882, at 11 A.M., at Her Majesty's Ordnance Stores, Queen's Road East,
The following unserviceable
GOVERNMENT STORES.
BLANKETS, CANVAS, CORDAGE, RUGS, SERGE, CAST and WROT IRON, LEATHER, COTTON, LINEN, and WOOLLEN ARTICLES, WATER-PROOF SHEETS, STEEL, TIMBER, TIN, OLD FILES, CASKS, PACKING CASES, EMPTY CEMENT BARRELS, BUNTING, IRON DRUMS, UMBRELLAS, FORKS, BED MATS, GLASS, HINGES, BOAT AWNINGS, BOAT CUSHIONS, CAST IRON TANK SIDE and BOTTOM PIECES, WHEELS, COAL DUST, IRON BLOCKS, LEAD SHEET, SLATE SLABS, STOVES, PARTS of LATRINES, LATCHES, PLUNGE BATHS, VALISE BAGS, and MISCELLANEOUS ARTICLES.
Also
The following Articles of Clothing viz:
GREAT COATS, CAPS, CAPES, SERGE, and TWEED FROCKS, SERGE and CLOTH TUNICS, SERGE and CLOTH TROUSERS, FLANNEL VESTS, BOOTS ANKLE and WELLINGTON, HELMETS, CLOTH JACKETS, &c., &c., &c.
TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All faults and errors of description at Purchaser's risk on the fall of the hammer. All lots to be cleared within 48 hours.

LANE, CRAWFORD & Co.,
Auctioneers.
Hongkong, 11th April, 1882. [692

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEE, to Sell by Public Auction, on
WEDNESDAY,
the 19th day of April, 1882, at 3 P.M., at the Premises,
A VALUABLE PIECE OF PROPERTY, situate in Queen's Road Central,
Comprising:—
All that Piece or Parcel of GROUND with the five substantially built HOUSES thereon, situate, lying and being at Victoria, Hongkong, being a portion of Inland Lot No. 5, abutting on the North side thereof on Queen's Road and measuring thereon 76 feet, on the South side thereof on the other portion of the said lot and measuring thereon 73 feet, on the East side thereof on Inland Lot No. 78A, and measuring thereon 45 feet, and on the West side thereof on Section B. of Inland Lot No. 5, and measuring thereon 45 feet and is registered in the Land Office as the remaining portion of Inland Lot No. 5.
For Further Particulars of the Property and Conditions of Sale, apply to

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 12th April, 1882. [699

PUBLIC AUCTION OF
VALUABLE ENGLISH AND CANTON MADE
HOUSEHOLD FURNITURE,
Fine OIL PAINTINGS, CROCKERY and GLASS WARE, &c., &c.
The above are on view and the Sale will take place on
THURSDAY,
the 20th April, 1882, at 2 P.M., at No. 35, Pottinger Street.
Catalogues will be issued.
TERMS OF SALE.—Cash on delivery.

J. M. GUEDES,
Auctioneer.
Hongkong, 17th April, 1882. [729

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by Public Auction, on
THURSDAY,
the 20th April, 1882, at 2.30 o'CLOCK P.M., at the Premises.
A VALUABLE LEASEHOLD PROPERTY,
Situate in Hollywood Road, Taipingshan, in the Colony of Hongkong,
Comprising:—
All that Piece or Parcel of GROUND in the Crown lease thereof described as "situate "lying and being at Victoria, in the said "Island of Hongkong abutting on the "North side thereof on a Public Road and "measuring thereon 40 feet, on the South "side thereof on a close registered in the "Land Office as Inland Lot No. 233A in "the name of Atung and measuring thereon "40 feet, on the East side thereof on a "Public Road and measuring thereon 19 "feet, and on the West side thereof on a "Public Road and measuring thereon 19 "feet which said Piece or Parcel of "GROUND contains in the whole 760 "Square feet and is registered in the Land "Office as Inland Lot No. 233" as the same Premises are held under the said Crown Lease dated the 10th September, 1845, for the residue of a term of 75 years at the annual rental of £2.1.4½ and subject to the covenants and conditions in the said Crown Lease reserved and contained.
The Property is sold subject to the existing Tenancies thereof.
For Further Particulars of the Property and Conditions of Sale, apply to

BRERETON & WOTTON,
Solicitors for the Mortgagee,
29, Queen's Road, Hongkong,
or to
J. M. ARMSTRONG,
Auctioneer.
607] Hongkong.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 22nd April, 1882, at 2 P.M., at 1st Floor, of No. 5A, Queen's Road Central,—
The Office Furniture, &c., lately belonging, to W. R. LANDSTEIN, deceased.
Comprising:—
OFFICE DESKS, SHELVES, GLASS BOOK CASE, COPYING PRESS, TABLES CHAIRS, CLOCK, BOOKS, &c., &c.
Catalogues will be issued.
TERMS OF SALE—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 12th April, 1882. [701

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 24th day of April, 1882, at 3 P.M., on the Spot (Shop, No. 8, Wellington Street),
All that Piece or Parcel of GROUND situate at Victoria, Hongkong, measuring Wellington Street 18 feet 3 inches, D'Aguilar Street 49 feet 10 inches, South 18 feet 5 inches, West 49 feet 10 inches; Registered in the Land Office as Section A of Inland Lot 136 (Shop No. 8, Wellington Street.)
Crown Rent $17.88 yearly.
For Particulars and Conditions of Sale, apply to

J. M. GUEDES,
Auctioneer.
Hongkong, 15th April, 1882. [721

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1881,
PRICE TEN DOLLARS,
Apply at the *Daily Press* Office,
Hongkong, January, 1882.

AUCTIONS.

POSTPONEMENT.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to sell by Public Auction,
TUESDAY,
the 25th April, 1882, at 2.30 o'CLOCK P.M., at the Premises,
A VALUABLE LEASEHOLD PROPERTY,
Situate in Bonham Strand, Victoria, Hongkong.
Comprising:—
All that Piece or Parcel of GROUND situate lying and being at Victoria, in the Island of Hongkong, abutting on the North side thereof on Bonham Strand, and measuring thereon 11 feet on the South side thereof on a portion of Marine Lot No. 140, and measuring thereon 11 feet on the East side thereof partly on Section A and partly on other portion of the said Lot and measuring thereon 25 feet and 13 feet 6 inches respectively and on the West side thereof on other portion of the said Lot and measuring thereon 38 feet be the said measurements respectively little more or less which said Piece or Parcel of GROUND is registered in the Land Office as Section B of Marine Lot No. 140, with the messuage or tenement thereon being number 35, in Bonham Strand, as the same Piece or Parcel of GROUND and PREMISES are held under a Crown Lease of the whole of the said Marine Lot No. 140, dated the 18th June, 1862, for the residue of a term of 981 years at the apportioned yearly rent of $12 and subject to the covenants and conditions in the said lease reserved and contained so far as they relate to the said Premises.
Also all that Piece or Parcel of GROUND situate lying and being at Victoria, in the Island of Hongkong, abutting on the North side thereof on Bonham Strand and measuring thereon 30 feet 6 inches, on the South side thereof on other portion of the said Marine Lot No. 140, and measuring thereon 30 feet on the East side thereof on other portion of the said Lot and measuring thereon 117 feet 9 inches and on the West side thereof on Marine Lot No. 175, and measuring thereon 108 feet 6 inches be the said measurements respectively little more or less which said Piece or Parcel of GROUND is registered in the Land Office as Section C of Marine Lot No. 140, with the messuages or tenements thereon being numbers 36A and 36B in Bonham Strand, as the said last mentioned Piece or Parcel of GROUND and PREMISES are held under the said Crown Lease of the 18th June, 1862, for the residue of the said term of 981 years at the apportioned yearly rent of $32 and subject to the covenants and conditions in the said lease reserved and contained so far as they relate to the said Premises.
For Further Particulars of the Property and Conditions of Sale, apply to

BRERETON & WOTTON,
Solicitors for the Mortgagee,
29, Queen's Road, Hongkong,
or to
J. M. ARMSTRONG,
Auctioneer,
Hongkong.
Hongkong, 31st March, 1882. [478

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the Proprietors to sell by Public Auction, on
WEDNESDAY,
the 26th day of April, 1882, at 3 o'CLOCK P.M., at the Premises,
A VALUABLE LEASEHOLD PROPERTY,
Situate between the Praya and Wing Lok Street,
Comprising:—
All that Piece or Parcel of GROUND situate lying and being at Victoria, in the Island of Hongkong, abutting on the North side thereof on the Praya and measuring thereon 14 feet, on the South side thereof on a Public Road and measuring thereon 14 feet, on the East side thereof on a close registered in the Land Office as Marine Lot No. 59, and measuring thereon 100 feet, and on the West side thereof on a close registered in the Land Office as Marine Lot No. 61, and measuring thereon 100 feet, which said Piece or Parcel of GROUND contains in the whole 1,400 square feet and is registered in the Land Office as MARINE LOT No. 60, held under a Crown Lease dated the 25th day of June, 1867, from the 26th day of December, 1856, for the term of 999 years, at the yearly Crown Rent of $24.68 and subject to the covenants and conditions in the said lease reserved and contained.
For Further Particulars of the Property and Conditions of Sale, apply to

BRERETON & WOTTON,
Solicitors,
29, Queen's Road, Hongkong;
or to
J. M. ARMSTRONG,
Auctioneer,
Hongkong.
Hongkong, 22nd March, 1882. [562

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their Goods by Messrs. KYNOCH & Co., of WITTON, near BIRMINGHAM.

MEYER & Co.
Hongkong, 15th August, 1881. [1355

SUN SHING, DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.

SUN SHING.
Hongkong, 1st May, 1881. [756

FOR SALE.

A SHOULDER DUCK GUN—Double Ten Bore. Rebounding Locks Central Fire.
X. Y. Z. Care of *Daily Press* Office.
Hongkong, 14th March, 1882. [509

KELLY AND WALSH'S NEW BOOKS AND NEW EDITIONS.

Nare's Seamanship—entirely revised	7.50
Lansdell's Through Siberia—2 vols.	10.00
Noah's Ark, an Essay in Unnatural History by Phil. Robinson	4.50
Heckford's A Lady Trader in the Transvaal	3.50
Bartlett's Shakspere Phrase Book	4.50
Bayard Taylor's Japan	2.00
Mrs. Gordon Cumming's A Lady's Cruise in a French Man-of-war—2 vols.	9.00
Rowe's Every Day Life in India	2.00

NEW TAUCHNITZ VOLUMES.
Count Netherleigh, by Mrs. Hy. Wood
The Prince and Pauper, by Mark Twain
English Literature, by Hy. Morley
Aunt Selina, by B. W. Howard.
A Grape from a Thorn, by James Payn
Letters of Charles Dickens (conclusion)

NEW FRENCH BOOKS
Augusta Manette—Alexis Bouvier
Une Tendre Dévote—A. Armand
Un Cœur de Soldat—C. de Chandeneux
Le Maitre de Forges—Georges Ohnet
Jenny Fayelle—Chas. Mérouvel
Le Crime de L'Omnibus—F. du Boisgobey
La Maison a Vapeur—Jules Verne
Le Berger—Jules de Glouvet
L'Ombre—A. Gennevraye
Oui et Non
Madame Bécart—Vast-Ricouard
Ces Monstres de Femmes—P. Veron
Le Neveu D'Amerique—P. Saunière
KELLY & WALSH, HONGKONG. [103

NOTICES TO CONSIGNEES.

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA AND SAIGON.

THE Steamship
"ATJEH,"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 13th April, 1882. [710

FROM LONDON AND SINGAPORE.

THE Steamship
"GLENAVON,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the wharves or boats delivery may be obtained.
Optional cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 13th April, 1882.
Cargo remaining undelivered after the 20th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.
Hongkong, 13th April, 1882. [714

STEAMSHIP "DJEMNAH."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "INDUS," from London, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium and Treasure, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before THREE P.M., TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after MONDAY, the 17th April, at NOON, will be subject to rent and landing charges.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 10th April, 1882.

CASTLE LINE OF STEAMERS.

FROM LONDON AND BANGKOK.

THE Steamship
"GORDON CASTLE,"
Waring, Commander, having arrived from the above Ports, Consignees of Cargo are hereby requested to send to the Undersigned their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense unprotected by Fire Insurance.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 10th April, 1882. [686

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
EX "SAGHALIEN,"
R M No. 1, 1 Cask Wine, Order, from Marseilles.
EX "NATAL,"
213 (in diamond) Nos. 38/42, 5 Cases Paper, Order, from Marseilles.

G. DE CHAMPEAUX,
Agent.

NOTICE TO MARINERS.

SOUTHERN LIGHTS' SECTION.
No. 1.

ON and after the first May, 1882, the following Fog Signals will be established at BREAKER POINT and the CAPE OF GOOD HOPE.
At BREAKER POINT the Keepers will on hearing a bell, fog horn, steam whistle or any other sound during foggy weather, thereby indicating the proximity of a vessel, fire two guns with a ten seconds' interval between them, and if the vessel's fog signal is still heard repeat the firing after an interval of ten minutes.
At the CAPE OF GOOD HOPE the Keepers will for like cause fire two guns with a one minute interval between them and, if the vessel's fog signal still continues to be heard, repeat the firing after an interval of fifteen minutes.

W. B. RUSSELL,
Acting Commissioner of Customs.
Custom House,
Amoy, 7th April, 1882. [716

PRELIMINARY NOTICE.

IN consequence of Dissolution of Partnership THE SINGAPORE ICE WORKS, belonging to Messrs. RILEY, HARGREAVES & Co., will shortly be offered for Sale, at Singapore, by Public Auction.
For Particulars, apply to
W. B. SMITH,
Singapore.
Singapore, 27th March, 1882. [659

NOTICE.

FOR nearly half a century our Brand has been consigned to China. We call attention to our present Stocks in the Godowns of Messrs. JARDINE, MATHESON & Co., and Messrs. SIEMSSEN & Co. They comprise our well known and superior COGNAC, PALE DRY SHERRY, INVALIDS' PORT, CLARETS of several qualities. Prices consistent with quality. We ship nothing common or inferior.

648] CUTLER, PALMER & Co.

MISSING.

A TRANSFER of 20 SHARES, Nos. 4,385 to 4,404 in the CHINA SUGAR REFINING COMPANY, Limited, (of Hongkong) is MISSING. The Instrument is supposed to have been executed at or about the end of the year 1878. Any person finding or having in possession the missing document, or having any knowledge of it, is requested to forward the same to, or to communicate with, the undersigned.
Notice is also given that if at the expiration of two months from the date hereof the above document be not forthcoming, another Transfer of the above Shares will be executed by the parties interested and marked "Duplicate," and thereupon no other will be acknowledged.
Dated 16th day of March, 1882.

BRERETON & WOTTON,
Solicitors,
29, Queen's Road,
526] Hongkong.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY (IN LIQUIDATION.)

A FINAL DIVIDEND, at the rate of Taels 5.15 per share has been declared, payable at the Hongkong and Shanghai Bank on and after the 15th instant.
Dividend Warrants may be obtained from the undersigned upon production of the scrip for cancellation.

LITTLE & Co.,
Liquidators.
Shanghai, 11th March, 1882. [540

INTIMATIONS.

LAST NIGHT.

THE CANADIAN BLONDIN,
WILL GIVE HIS
LAST PERFORMANCE IN HONGKONG,
THIS EVENING,
THE 17TH APRIL, 1882.
And will perform for the First and Last time in Hongkong
HIS CLASSICAL DESCENT OF MERCURY AND NIAGARA LEAP.
A FIRST CLASS BRASS BAND
will positively be in attendance.

TO COMMENCE AT 9 P.M.

ADMISSION.

First Class	$1.00.
Second Class	50.
Third Class	20.

Hongkong, 17th April, 1882. [726

THEATRE ROYAL

CITY HALL.

ITALIAN OPERA COMPANY

SIGNOR HOFLICH
begs to inform the Public of Hongkong, that
THERE WILL BE AN
EXTRA PERFORMANCE,
TO-MORROW (TUESDAY) EVENING,
THE 18TH APRIL,
FOR THE BENEFIT OF
SIGNOR GAETANO CIOCCI,
PRIMO BARITONO ASSOLUTO,
on which occasion will be produced
VERDI'S CELEBRATED OPERA
"RIGOLETTO."

Dramatis Personæ.

IL DUCA DI MANTOVA	Signor Vanzetti.
RIGOLETTO	Signor Ciocci.
GILDA	Signora Pinelli.
SPARAFUCILE	Signor Corti.
MADDALENA	Signora Silini.
GIOVANNA	Signora Bertolini.
MONTERONE	Signor Patierno.
BORSA, MARULLO, CEPRANO	Signor Brunetti.
CONTESSA CEPRANO, UN PAGGIO	Signora Bertolini.

BETWEEN THE ACTS.
SIGNOR CIOCCI,
will sing the Grand Basso Aria from Donizetti's
DON SEBASTIANO.

The Subscription List is now open at Messrs. KELLY & WALSH'S.
Hongkong, 17th April, 1882. [728

THEATRE ROYAL.

CITY HALL.
UNDER THE PATRONAGE OF
HIS EXCELLENCY THE ADMINISTRATOR.

ITALIAN OPERA COMPANY.
FOURTH PERFORMANCE
OF SECOND SUBSCRIPTION SERIES
OF SIX OPERAS
will be given, on
SATURDAY EVENING,
22ND APRIL, 1882,
"ELESIR D'AMORE,"
THE GRAND OPERA BY DONIZETTI.

PRICES OF ADMISSION.

Dress Circle	$3
Stall	$2
Pit	$1

Tickets may be obtained at Messrs. KELLY & WALSH'S and at the Doors on the night of the Performance.
Doors open at 8.30 P.M., Performance to commence at 9 P.M., sharp.
Ladies unaccompanied by Gentlemen cannot be admitted.

A. HOFLICH.
Hongkong, 17th April, 1882. [727

FOR MANILA VIA AMOY.

THE Steamship
"ESMERALDA,"
Captain Talbot, will be despatched for the above Port TO-DAY, the 17th instant, at 4 P.M., instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 15th April, 1882. [724

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"OXUS,"
Commandant Rapatel, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX.
Agent.
Hongkong, 17th April, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"VOLGA,"
Commandant Guirand, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th April, 1882.

IN THE SUPREME COURT OF HONGKONG.

FOREIGN ATTACHMENT.

SUIT No. 76.
PLAINTIFFS—FREDERICK DAVID SASSOON and CATCHICK PAUL CHATER both of Victoria, Hongkong, Gentlemen.
DEFENDANT—KWOK YIN KAI, of No. 4, Queen's Road West, Victoria, Hongkong, Merchant.

NOTICE is hereby given that a Writ of Foreign Attachment returnable on the 1st day of May, 1882, against all the Property moveable or immoveable of the above named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."
Dated this 10th day of April, 1882.

BRERETON & WOTTON.
Solicitors for the Plaintiffs,
29, Queen's Road,
[725 Hongkong.

NOTICE TO SHAREHOLDERS.

CANTON INSURANCE OFFICE, 1881.

IN LIQUIDATION.

THE LIQUIDATORS having decided to pay a FIRST DIVIDEND of $500 per Share (being on account of Capital and Reserve Fund) Shareholders are hereby notified that the said sum will be paid them on their handing their Scrip Certificates to the Undersigned for endorsement.

F. BULKELEY JOHNSON, } Liquidators.
E. F. ALFORD. }
Canton Insurance Office, 1881,
Hongkong, 30th March, 1882. [610

NOW ON SALE.

THE
CHRONICLE & DIRECTORY
FOR
CHINA, JAPAN, THE PHILIPPINES, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.
FOR 1882.
With which is incorporated
THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY, which is now in its TWENTIETH YEAR OF PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports of CHUNGKING, WLADIWOSTOCK, MALACCA, and PENANG have been added to the former; whilst the latter includes the NEW ORDER IN COUNCIL for the Government of British Subjects in China and Japan, the Amended TREATY between RUSSIA and CHINA, the NEW TREATIES between the UNITED STATES and CHINA, the NEW TREATY between GERMANY and CHINA, a translation of the TREATY between SPAIN and ANNAM signed in 1880, &c.

The ALPHABETICAL LIST OF FOREIGN RESIDENTS has been increased by upwards of 1,100 names, and gives reference to over 2,000 NEW RESIDENTS.

THE CHRONICLE AND DIRECTORY is embellished with the following Lithographed MAPS and PLANS:—
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
MAP OF THE COAST OF CHINA.
PLAN OF THE CITY OF CANTON.
PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.
PLAN OF YOKOHAMA.
MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition contains ONE THOUSAND pages of printed matter. It is indispensable in every Mercantile Office in the Far East and will be found a useful *vade mecum* to those travelling either on business or pleasure.

THE CHRONICLE AND DIRECTORY, is published in Two Forms—Complete at $5; or with the List of Residents, Port Descriptions and Directories, Plan of Victoria, Code of Signals, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—
MACAO ....Messrs. A. A. de Mello & Co.
SWATOW ....Messrs. Campbell & Co.
AMOY ....Messrs. Wilson, Nicholls & Co.
FORMOSA ....Messrs. Wilson, Nicholls & Co.
FOOCHOW ....Messrs. Hedge & Co.
NINGPO ....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI ....Messrs. Hall & Holtz.
SHANGHAI ....Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS ....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI ....The C. and J. Trading Co.
HIOGO, OSAKA ....The C. and J. Trading Co.
YOKOHAMA ....*Japan Gazette* Office.
MANILA ....Messrs. Viuda de Loyzaga & Co.
SAIGON ....Mr. Crettier.
SINGAPORE ....Messrs. Sayle & Co.
BANGKOK ....Messrs. A. Bjurling & Co.
LONDON ....Mr. F. Algar, Clement's Lane.
LONDON ....Messrs. Geo. Street & Co.
LONDON ....Messrs. Bates, Hendy & Co.
SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK ....Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 8th February, 1882.

JOHN BRINSMEAD & SONS' recently patented SOSTENENTE PIANOS with the new Iron Frame, made expressly for China, have gained the HIGHEST DISTINCTIONS (including the LEGION OF HONOUR and numerous GOLD MEDALS) at all the principal International Exhibitions. Every piano is guaranteed for five years. Illustrated lists free. 18, 20, and 22, Wigmore Street, and the Brinsmead Pianoforte Works, Grafton Road, Kentish Town, N. W., London. *Agents Wanted.* [1972

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,
SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Daily Press.

HONGKONG, APRIL 17TH, 1882.

THE members of the Shanghai Chamber of Commerce, like those of the same body in this Colony, found few subjects to discuss at their annual meeting. The chief topic that came before them was the establishment of a Meteorological Service for the Coast of China, in which direction the Committee of the Chamber had shown a warm interest and taken prompt action. The scheme for aiding and extending the useful work which the Rev. Père DECHEVRENS has so long and unobtrusively carried on at the Sicawei Observatory is already known to our readers, who are also aware that the Shanghai Chamber has secured the co-operation of the Insurance Companies, the Telegraph Companies, the owners of vessels running on the coast, and the shipmasters. Mr. TONG KING SING has also, it appears, obtained the sanction of the Viceroy of the Two Kiang for the erection of a telephone line from Shanghai to Sicawei Observatory for the purposes of the weather reports. The Inspector-General of Customs, for reasons not given, has declined to allow the co-operation of the Customs' staff at the various lighthouses, lightships, and shore stations. As Mr. HART can hardly disapprove of the scheme, it is to be presumed that he has valid reasons for his refusal to render assistance to what is generally considered a very useful and important work. Possibly he has been maturing some project of the kind himself, but is at present unprepared to make any disclosure. The Imperial Maritime Customs have done so much in the direction of rendering the coast of China safe to navigation that we cannot believe its head would hold aloof from a movement calculated to still farther secure the shipping from the perils to which they are exposed had he not some good ground for doing so. In any case we doubt not that he will join us in wishing success to the efforts of our Shanghai friends to provide regular weather reports and forecasts for the guidance of mariners. The work is one which commends itself to all classes of a commercial community like that of the Model Settlement, and we are glad to see the Chinese Authorities interesting themselves in the matter. Mr. TONG KING SING is usually to the fore in any undertaking having the progress or safety of commerce in view, and his efforts to aid the Observatory nowise astonish us. The co-operation of the Chinese Telegraph Administration was more doubtful. They have, however, sensibly recognised the fact that the meteorological observations made at Sicawei will benefit Chinese equally with foreign steamers.

Another subject of considerable importance but one, like the Hongkong Blockade question, pretty well worn, was the Woosung Bar grievance. The report of the Committee dealt briefly with this subject, and the Chairman, in his opening speech, touched lightly upon it. Indeed, very little appears to be known beyond the fact that the Chinese Government have announced their intention of taking the matter of deepening the channel and dredging the Bar into their own hands. The Taotai has ordered a steam dredger for the purpose, and beyond this nothing transpired. The Committee in their report very sensibly express a hope that the Authorities are alive to the fact "that the Woosung Bar is only one of "many dangers which threaten the future of "the port and that remedial measures at the "bar will be of little permanent avail un"less the whole question of River Conser"vancy is dealt with at the same time." The channel of the river is constantly narrowing, the volume of water is decreasing, and unless steps are soon taken to prevent such a disaster, Shanghai will at no very distant date be no longer accessible, at any state of the tide, to large steamers. The offer of the foreign residents, made in 1880, to submit to a small tax on the trade of the port, if necessary, to provide funds for the conservancy of the river, was a sufficient indication of the gravity of the peril which menaces Shanghai. It is needless to say that this offer ought never to have been rendered necessary. The Chinese Government collect the tonnage dues, and it is their duty to do what is necessary to keep the approaches open and render the channel of the river deep enough to admit the passage up of steamers at all states of the tide. It is satisfactory to note that they have, though rather tardily, admitted their obligation and promised to perform this long deferred duty. It will be well for them to remember, however, that further procrastination will but increase the cost of the work, and that the sooner, therefore, it is commenced the better it will be for all parties.

Chiarini's circus is at present at Manila.

Mr. Osbert Chadwick, the Sanitary Commissioner, who has completed his labours in Hongkong, was a passenger by the steamer *Japan*, which left here on Saturday for the Straits and Calcutta.

It is notified in Saturday's *Gazette* that His Excellency the Administrator has recognised provisionally, and until further notice, Mr. F. H. Slaghek as in charge of the Belgian Consulate at this port.

Six weeks' vacation having been granted to Mr. A. Seth, His Excellency the Administrator has appointed Mr. J. H. Stewart-Lockhart to be Acting Chief Clerk in the Colonial Secretary's Office and Clerk of Councils.

In the Manila *Gazette* documents are published which contradict the supposition that Spain had extended her protectorate to the Marquis de Rays' colony in New Ireland. It appears that the Marquis applied for such protection, but it was refused.

The British barque *Spirit of the Age* arrived in Shanghai from Hongkong on the 11th April, after being twenty-two days on the passage, under the command of Capt. Love, formerly of the steamer *Kiangchow*. The *N. C. Daily News* says the barque has been purchased by Mr. Geo. MacBain, who intends converting her into a hulk for Chinkiang.

The adjourned inquest on the body of the stone cutter Chan Ayu, who was shot dead by supposed Chinese Customs officers in the Lyee-moon Pass last week, was resumed on Saturday before the Coroner, Mr. H. E. Wodehouse, and Messrs. D. W. Schweman, J. F. Shuster, and F. G. R. Schwerzkopf, jurors. A verdict was found that the man was killed by a shot fired from a boat manned by Chinese in uniform, while the boat in which the deceased was found was in British waters.

A scratch four-oared race was rowed on Saturday afternoon. Shortly after five o'clock the three crews had assembled at the Recreation Club, and paddled to the white buoy, where they were got off to a good start. The *Leek*, of which Sampson was stroke, at once began to draw away from her opponents, and kept the lead the whole distance—about a mile—winning in easy style about a length and half a head of the *Rose* in 5m. 55secs. The *Shamrock* was about the same distance behind the *Rose*.

"LEEK."	"ROSE."	"SHAMROCK."
1 Neale.	1 Schlund.	1 Lloyd.
2 Falconer.	2 Shepherd.	2 Angier.
3 Hughes.	3 Stebbing.	3 Stewart.
(stroke) J. Sampson.	(stroke) Dennison.	(stroke) Fisher.
(cox.) H. Sampson.	(cox.) Cox.	(cox.) Farquhar.

The *N. C. Daily News* says that the Spanish lorcha *Kingdoofoo*, Captain Riviero, which left Shanghai a few days ago for one of the riverine ports with a general cargo, was lost on the night of the 4th or morning of the 5th inst. near the Centaur Buoy. From the statements of the crew it appears that the night being dark and rainy it was extremely difficult, if not impossible, to see the way ahead. The vessel suddenly struck against a sandbank, heeled over on her side, filled with water, and sank. The whole of the crew were rescued by fishing boats which were close at hand and brought on to Shanghai in one of them, where they arrived at 2 p.m. on the 10th inst. With the exception of about a hundred cases of kerosine oil, the cargo has shared the fate of the lorcha.

The *Shanghai Mercury* of the 12th inst. says:—What threatens to be the most extensive fire which has occurred in Shanghai since the great fire in the French Concession in August, 1879, has just broken out on the north bank of the Soochow Creek, at the place which is known as the old railway station. The fire broke out in a small Chinese house in the North Honan Road, a short distance north of the Japanese hotel, which was built as the railway hotel. There being a strong wind blowing from the north-west, the fire, after it once burst from the small house in which it originated, spread with enormous rapidity. The Fire Brigade turned out with their usual promptitude, the first to arrive on the scene being the Mih Ho Loong Hook and Ladder Truck, then the "Deluge," next the "Victoria," and the Hongkew No. 2 and the French engine "Torrent" were a few minutes later. The fire soon enveloped the Japanese hotel, and the line of two-story foreign-built houses on the north side of the Creek are evidently doomed; the houses next the hotel were in flames about half past six, fully half an hour after the fire broke out. The engines were then just getting to work, and the Honan and Kiangse Road Bridges and the South side of the Creek were lined with thousands of spectators. The fire was raging with great fury, and with a strong wind unfortunately in its favour, it threatens to be an extensive conflagration.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 14th April.

THE MARQUIS OF SALISBURY ON THE LAND ACT.

At a Conservative Banquet in Liverpool, Lord Salisbury declared that the Irish Land Act could not last.

"SAFFO" AT THE THEATRE ROYAL

On Saturday night the Italian Opera Company gave their third performance of the second series in the Theatre Royal, City Hall, to a good house. The opera selected for representation, Giovanni Pacini's masterpiece, "Saffo," had never been performed before in Hongkong, and the manner in which it was produced redounds greatly to the credit of the Company and of the stage manager.

The opera, the music of which is of the most brilliant character, is founded upon the tradition of Sappho, the Lesbian beauty and poetess, said to have flourished about six hundred years before Christ. The plot of the opera turns upon the passion conceived by Saffo for Faone, a youth of Mitylene, who, however, was unable to return her love, being affianced to Clemente, the daughter of Alcandro, a priest of Apollo in Leucadia. Saffo displays most impetuous ardour in pursuit of her object, and on finding Faone and Clemente have been married she even dares to overturn the sacred fire in the Temple of Apollo. Eventually in a wild tempest of passion she hurls herself from a rock into the sea, being unable to endure the pangs of unrequited love.

The opera was placed upon the stage with unusual attention to detail, a good deal of new scenery being provided, while the costumes were correct and good, with one minor exception. The performance went well from first to last, and the interest of the audience never flagged, while their marks of appreciation were constant and enthusiastic. The opera must be pronounced a great and unequivocal success. The music was most artistically rendered, and the duo between *Saffo* and *Clemente*, "Di quai soavi lagrime" excited quite a *furore*. The singers gracefully complied with the *encore* which could indeed from its persistent character hardly have been denied. The tercetto, "Al sono mi stringi," between *Saffo*, *Clemente*, and *Alcandro* was almost equally well received. Signora Lubicci appeared in the title *rôle*, and gave a very good if not powerful impersonation of the amorous Lesbian. Both in her singing and acting the Signora showed to considerable advantage, and we have no hesitation in placing her *Saffo* before any of her previous representations. Her efforts were rewarded with liberal marks of approval during the evening. Signora Silini added one more to her list of triumphs by her delineation of the Character of *Clemente*, which was graceful and artistic, while she was in splendid voice and sang superbly. Signor Vanzetti, who appeared as *Faone*, made a fine manly-looking young Greek, and sustained the part with care and ability throughout. His rendering of the aria, "Ah! questa pena io colsi" was most admirable, and elicited a well deserved ovation, while the other music that fell to his lot was finely interpreted. The part of *Alcandro*, the priest, received ample justice at the hands of Signor Ciocci, whose powerful singing evoked time and again rounds of fervent applause. Signora Bertolini as *Dirce*, Signor Corti as *Lisimaco*, and Signor Brunetti as *Ippia* fairly filled their respective parts, but had comparatively little to do, the brunt of the work falling on the principals.

The next performance, which will be for the benefit of the popular and hardworking baritone, Signor Ciocci, will be given to-morrow evening for which Verdi's opera "Rigoletto" has been selected.

ROYAL ARTILLERY ATHLETIC SPORTS.

Athletic sports have been the order of the day lately here, and during the past week or two some very interesting gatherings have taken place, none of which afforded more interest and amusement than the sports of the Royal Artillery on Saturday. The battery made quite a day of it, the lengthy and varied programme lasting from ten a.m. to about sunset. Besides the usual events a great many very entertaining novelties were introduced into the programme, the result being that the spectators had a most enjoyable day. An amusing feature was the polo match, which was the source of much merriment. One of the men was dressed and painted as clown, and he enhanced the success of the sports very much by his antics, amongst other things showing himself a very good somersault thrower. Another fellow was a kind of representation of Old Aunt Sally, whilst a third made an excellent representative of the typical Hibernian who took part in the menagerie race, but instead of being the driver of the "gentleman that pays the rint," as he according to all tradition ought to have been, he piloted a little monkey to success. The tugs of war were very interesting, and here the hitherto unbeaten team of the Buffs met their match, in the team put forth by the Police. The army and navy officers got up a tug on the ground, which after a terrific pull, resulted in favour of the former, though at one time the latter had all but won the contest. Pulling the whole team over the line as the winning team had to do on this occasion was work of a somewhat too killing nature, and at the finish the men were all dead beat, and one almost fainted. The Police must have been at least half as heavy again as their opponents, and simply walked away with them. The weather was rather hot for athletic sports, but altogether the affair was most successful. In the morning the spectators were not numerous, business being in the way; but in the afternoon the ground was more crowded than at any of the previous sports. The band of the Buffs ably discoursed an excellent selection of music during the afternoon, and added much to the general enjoyment.

Lieut.-General Donovan was present on the ground, whilst pretty nearly all the military officers were present, as were also a very large number of naval officers. The arrangements were excellent. Lieut.-Colonel G. A. Crawford and Major Moore-Lane acted as judges; Sergt.-Major Fitzpatrick, R.A., and Lieut. S. W. Lane, R.A., as starters; and Sergt.-Major Laurie proved an indefatigable clerk of the course.

The events took place as follow:—

PUTTING THE SHOT.—16 lbs. Handicap. No follow, 7 feet run. First prize, $3; second, $2; third, $1.
Gunner Fry 1
Gunner Pollock 2
Gunner Boulter 3

Fry was first with 33 feet 9 inches. Pollock second 32 feet 10 inches, and Boulter was third, a foot behind. All the men were scratch; six competitors.

THROWING THE CRICKET BALL.—Handicap for battery and gun lascars. First Prize, $3; second, $1.
Gunner Dunning 1
Gunner Staker 2

There were nine entries for this event, of whom Dunning was declared the best after some close competition. He had one yard allowed, and cleared 91½ yards. Staker had five yards allowed, and his throw was 16 feet behind. Corporal Clifford, scratch, was third.

NON-COMMISSIONED OFFICERS' RACE.—120 yards handicap. First prize, $5; second, $3; third, $2.
Corpl. Clifford 1
Bombardier Ellis 2
Bombardier Luke 3

Five men were handicapped for this event. Clifford and Luke started scratch, and Ellis had three yards' start. Clifford soon got in front of the others, and finished easily two yards in front of Ellis, who kept his three yards start of Luke the whole way. Time, 15 seconds.

THROWING THE HAMMER.—Handicap. First prize, $3; second, $2; third $1.
Gunner James 1
Gunner Pollock 2
Gunner Dunning 3

There was only one other competitor. Pollock showed himself the best thrower by sending the hammer 71 feet, but he had to allow a handicap of 9 feet to James, who managed to clear 62½ feet and consequently took first prize.

100 YARDS FLAT RACE. Handicap—First prize, $4; second, $2; third, $1.
Gunner Dunning 1
Gunner Pollock 2
Corporal Clifford 3

Dunning started scratch, and ran through all the men in front of him in good style, winning the race by about a yard in 11¼ secs. Pollock, with one yard start, finished second, with Clifford, who ran scratch, almost level with him. There were eleven competitors.

HIGH JUMP FOR BATTERY AND GUN LASCARS.—First prize, $3; second, $2.
Gunner Fry 1
Van Gay 2

Six men competed, three English, and three Lascars. Van Gay failed at 4 feet 11 inches, which Fry cleared, and carried off first prize.

HALF MILE RACE FOR GUN LASCARS ONLY.—First prize, $3; second, $2.
Dewar Singh 1
Apar Sammi 2

Eleven men competed for this race. Dewar Singh led from nearly the first, and made the pace very warm. He won the race easily by about 20 yards in the remarkable good time of 2 min. 10 secs.

440 YARDS RACE FOR BATTERY.—Handicap. First prize, $4; second, $2; third, $1.
Gunner Dunning 1
Trumpeter Teeling 2
Trumpeter Roberts 3

Eight men were handicapped for this event, and Dunning, running scratch, caught the other men up when about 250 yards had been covered. He there went to the front, and maintained it to the finish, winning by about 2 yards in 63 seconds. Teeling, who was second, had 10 yards start, and Roberts, the third man, had a handicap of 15 yards.

LONG JUMP FOR BATTERY AND LASCARS.—First prize, $3; second, $2; third, $1.
Gunner Fry 1
Dewar Singh 2
Van Gay 3

Fry cleared 16 feet 2 inches in his first jump; Dewar Singh was the next and took the second prize; the third prize also fell to an Indian.

[Interval for tiffin.]

220 YARDS RACE.—Battery Handicap. Prizes presented by Major-General J. N. Sargent, C.B.
Gunner Dunning 1
Gunner Teeling 2
Gunner James 3

Teeling came in first, but he made a convenient mistake of running out of the course and cutting off a corner, in consequence of which the judges placed him second, giving the first prize to Dunning.

SIKH SPORTS.—Prize $2.
San Singh 1

These sports were of a peculiar nature, a species of wrestling, in which San Singh showed himself the best man.

HALF MILE FLAT RACE.—Open to army, navy, police and Hongkong volunteers. First prize, $5; second, $2; third, $1.
Private Else (Buffs) 1
Private Green (Buffs) 2
Sergeant Hindrew (Engineers) .. 3

Else and Green came up with a rush at the finish, and the former breasted the tape first after a severe contest. Hindrew was a good third.

TUG OF WAR.—Right half Battery *v.* Left half Battery, 12 men a-side. Prize, $20.

Twelve powerful men did battle for right and left, and between them there was an obstinate fight. After some seconds in which neither side gained, right began to draw left for a yard or two. Then the coach of left called on his men, and they got back their lost ground and something more. After this neither side moved for a little while, and then right, heave after heave, pulled their opponents towards the line, carrying them with a run at the last.

NAVAL OFFICERS *v.* ARMY OFFICERS, eight a-side.

The teams were as follows:—

NAVY.	ARMY.
Captain Newington.	Major Moor-Lane.
Rev. F. C. Stebbing.	Lieutenant D'Aeth.
Lieutenant Dundas.	Captain Lisle.
Captain Collins.	Dr. Wolseley.
Engineer Stewart.	Mr. Sadler, O.S.D.
Lieutenant De Lisle.	Lieutenant V. Contell.
Lieutenant Graeme.	Lieutenant Rock.
Lieutenant Payne.	Adjutant Barclay.

The contest for this event was a very severe one, and the work for the men must have been fearful for the condition of winning was that the whole team must be pulled over the line. The Navy began to draw the Army over the line and after a little see-sawing between the two the Navy dragged the Army by inches over the line until all but two men were over. The Navy had by this time got on to smooth ground, away from the holes which had been kicked by the team and once they lost ground some of them then began to hang out signs of fatigue and fell back hampering those behind, and they then went back until they went over in a somewhat ignominious fashion. It was rather hard on the Navy, for had the holes in the ground lasted two yards farther, they would have won, but the slipping on the smooth grass lost them the fight.

The Police team, coached by Inspector Orley, did not meet with foemen worthy of their power in the team of Lascars which confronted them, and they made light work of pulling them over the line.

There was a rather short, but stiff pull between the Artillery team and a team from the men-of-war in the harbour, and the soldiers proved too much for the Navy, which was represented by a rather small team.

After this the redoubtable Buff team and that from the Artillery met, and the latter, though composed of considerably heavier men than their opponents, had to succumb after a short struggle, to the excellent system of the Buffs. Perhaps the discovery afterwards made that many of the latter team had nails and spikes projecting from their heels to give them a firm grip of the ground also threw some light on their somewhat easy victory. In the final pull the Police objected to these spikes, which were then discarded so that both teams were on equal terms, and the brawny fellows representing our defenders of the peace made short work of the regimental team, which we understand, had beaten the police at Singapore. The general result was that the Army showed itself to be stronger than the Navy, and the Police stronger than either.

CHAIR RACE.—Once Round. First prize, $3; second, $2; third, $1.
Fry ... / Dunning } Teeling 1
Pollock / Bolter ... } Clifford 2
Morrison / J. Smith } Harris 3

The competitors were the riders and carriers of ordinary street chairs. The race resulted in a spill or two, the winners being as above.

SACK RACE.—50 yards, *for Battery.—First prize*, $3; second, $2; third, $1.
Trumpeter Roberts 1
Gunner J. Smith 2

There were eight competitors, and Roberts won with a good lead.

VETERANS RACE.—120 yards handicap. One yard start for every year over 14 years service.
Gunner Bass 1
Sergeant-Major Laurie 2
Bombardier Monk 3

Seven veterans showed up for this race. Gunner Bass, a man who has seen 20 years and two months' service, being first; Sergt.-Major Laurie, who has served 21½ years' second; Bombardier Monk, with 15 years' service, third.

WHEEL BARROW RACE.—50 yards, Battery. First prize, $2; second, $1.
Bombardier Luke 1
Gunner Staker 2

This race was run in heats, the first of which was won by Gunner Morrison, but he cut his toe so severely in running that he was unable to compete in the final heat. Luke, who finished second to him, won the final heat, with Staker, the first in the second heat, second. The men were blindfolded, and many of them pursued erratic courses.

150 YARDS FOR ROYAL NAVY AND MARINES.—First prize $5; second, $3; third, $2.
Stevenson 1
Altimes 2
Austin 3

Capt. Newington ran with the men, and was winning hands down when he slowed off and walked in, leaving the race to those named. There were seven runners.

EGG AND SPOON RACE.—First prize, $2; second, $1.
Gunner Morrison 1
Bombardier Mead 2

Most of the competitors succeeded in keeping their eggs in the spoons, a by no means easy feat.

POLO, 6 ASIDE—Horses formed by Royal Artillery; prizes, $12.

This event was a most laughable thing the horses being men, and the riders, the lightest weights in the battery. Spills were numerous, but no damage was done. The clown, before mentioned considerably distinguished himself by his vigours and well-timed hitting. He twice carried the ball into touch in goal in the enemy's territory, with his broom, and at the third attempt he scored a triumphant goal after which he ran down the ground throwing somersaults in triumph.

MENAGERIE RACE, 100 YARDS.—First prize, $3; second, $1. The competitors were:—
Bombardier Mead .... A puppy.
Gunner Barry .... A pigeon.
Sergeant Fillingham .... A monkey.
Sergeant Quinn .... A turkey.
Sergeant-Major Laurie .... A rooster.
Corporal Clifford .... A rabbit.
Gunner Risdon .... A puppy.
Gunner Burleigh .... A kitten.
Gunner Pollock .... A frog.
Gunner Boulter .... A puppy.
Bombardier Blake .... A rat.
Trumpeter Roberts .... A goose.
Gunner Whitehead .... A frog.
Gunner Whitman .... A crab.
Gunner Moore .... A rat.

Besides these, the calf, a post entry, figured again, as did also another monkey and a pig. Fillingham's monkey, like his fellow on Thursday, won the race in racing style, pelting along on all fours as if his life depended upon his speed. The other monkey was second. The calf again pursued his own course round the field at a sober pace, and none of the other "critturs" finished very creditably, the turkey being perhaps the best of the remainder.

THREE-LEGGED RACE.—100 yards. First prize, $3; second, $1.
Gunner Fry / Gunner Dunning } 1
Bombardier Mead / Gunner Power } 2

BOOT HUNT.—First prize, $2; second, $1.
Sergeant Quinn 1
Gunner Moore 2

This was another amusing affair. The competitors were divested of their boots which were stuffed hard with pieces of brown paper, and put in three tubs of water, mixed up with others. The men had to run to these tubs, find their boots, take out the paper, put them on, and lace them properly, and then run back.

CONSOLATION RACE—100 Yards. For all beaten competitors. First prize, $3; second, $1.
Gunner J. Boyle 1
Gunner Cummings 2

Boyle won the race easily.

At the conclusion of the sports the prizes were presented to the winners by Lieut.-General Donovan. Cheers were given for General Donovan, Colonel Crawford, and Major Moore-Lane.

THE HARBOUR MASTER'S REPORT.

The following annual report from the Harbour Master is published for general information in the *Gazette*:—

Harbour Department, Hongkong,
18th March, 1882.

SIR,—I have the honour to forward the annual returns of this department for the year ending the 31st December, 1881.

SHIPPING.

2.—The total arrivals, exclusive of junks at Hongkong for the year ending the 31st December, 1881, amount to 3,214 vessels and 2,853,279 tons, being an excess of 313 vessels and 317,692 tons over the arrivals in 1880. Of this excess 233 vessels and 225,978 tons were under the British flag, and 100 vessels and 91,714 tons were under European and other flags.

3.—Of the arrivals in 1881, the percentage due to each nationality is as follows:—

Nationality.	Percentage of vessels.	Percentage of tons.
American	3.82	4.58
British	71.74	73.75
Chinese (exclusive of junks)	4.41	4.06
Danish	1.83	1.33
French	3.20	5.78
German	10.95	7.29
Japanese	0.81	1.01
Siamese	0.65	0.36
[illegible]ish	1.18	0.48
[illegible] remainder	1.36	1.28

4.—2,750 vessels propelled by steam and 2,599,460 tons arrived in 1881, as against 2,465 steam vessels and 2,316,121 tons arrived in 1880, or an increase of 285 vessels and 283,339 tons.

The following table will show the nationality of the steam vessels arrived in each year:—

Nationality.	1880. No. of vessels.	1880. Tons.	1881. No. of vessels.	1881. Tons.	Increase. No. of vessels.	Increase. Tons.	Decrease. No. of vessels.	Decrease. Tons.
American	64	53,650	41	48,439	...	...	23	5,211
Annamese	...	...	2	272	2	272	...	...
Austrian	2	3,179	10	14,465	8	11,286	...	...
Belgian	1	1,125	...	...	...	...	1	1,125
British	1,946	1,821,705	2,164	2,033,986	218	212,281	...	...
Chinese (foreign bottom)	154	125,869	142	115,926	...	...	12	9,943
Danish	8	5,950	50	36,392	42	30,442	...	...
Dutch	13	12,191	10	8,858	...	...	3	3,333
French	81	153,511	80	155,897	...	2,386	1	...
German	115	90,657	178	135,449	63	44,792	...	...
Japanese	27	25,635	26	28,869	...	3,234	1	...
Norwegian	2	1,610	...	...	...	...	2	1,610
Russian	2	2,274	10	7,535	8	5,261	...	...
Spanish	50	18,565	37	13,372	...	...	13	5,193

5.—The trade in sailing vessels (exclusive of junks) has also increased, there having been 464 vessels and 253,819 tons arrived in 1881, as against 416 vessels and 219,466 tons arrived in 1880. Of this increase 15 vessels and 13,697 tons were under the British flag, and 33 vessels with 20,656 tons were under the flags of Nations not British.

6.—There is an increase of 17,488 tons from the Australian Colonies, and there is a small decrease of tonnage to those Colonies. The excess of arrivals over departures is caused by vessels carrying cargo from England to Australia, loading there with coals for China, and returning to England with Chinese and Japanese produce. There is an increase (including junks) of 100,351 tons from, and an increase of 161,178 tons to the Coast of China and Formosa. There is an increase of 44,945 tons from, and of 9,505 tons direct to Great Britain, but the actual tonnage to and from Great Britain cannot be ascertained, as the greater number of vessels proceeding there clear for, and enter here from Singapore, and in the absence of an Export and Import office it is impossible to distinguish between what tonnage is for, or what is from Great Britain, and what is for, or from the intermediate Ports. There is a decrease of 9,568 tons from Ports in Japan, and an increase of 21,773 tons to those Ports. There is a steady and increasing trade in European vessels and junks between Hongkong, the Island of Hainan, and Ports in the Gulf of Tonquin, an increase of 15,322 tons having arrived from, and of 19,441 tons having cleared to those places.

Captains Napier and Carpenter R.N., in H. M. S. *Magpie* having completed their survey of the Coast of Hainan, and the Gulf of Tonquin, masters of vessels will find the navigation of the waters about the dangerous sandbanks which almost block the approaches to Hainan much facilitated, and shipmasters cannot be too grateful to the captains and officers of the *Magpie* for their valuable and laborious services.

Siam shows an increase of 18,770 tons *from*, and of 12,185 tons to that country. An increase of the trade between the colony and the United States of America is also observable, 18,454 more tons having arrived from, and 8,915 more tons having cleared for those States than was the case in 1880.

JUNK TRADE.

7.—24,339 junks and 1,680,025 tons arrived in the Colony in 1881, as against 23,920 junks and 1,650,258 tons arrived in 1880, showing an increase of 419 junks and 29,767 tons. There is an increase of 46,436 tons in the trade with the Coast of China and Formosa, and a decrease of 16,669 tons with Macao.

EMIGRATION.

8.—Emigration during the year has been largely on the increase, 20,300 Chinese having left this Port in 1881 in excess of the number leaving Hongkong the previous year.

It is a strange commentary on the recent Convention, entered into between the United States of America and China for the purpose of checking emigration, to find that 14,127 more Chinese have been introduced into those States than landed there in 1880, and Chinese are still going over in large numbers, for the purpose of constructing new Railroads. The Chinese on arrival get high wages and the protection of the law, and their condition in America is far superior to what they experience in their native country.

9.—The Australian Governments have adopted a more practical means of putting a stop to the immigration of Chinese into those Colonies, by laws which in their effect almost completely prohibit a Chinaman from seeking his living on that Continent. How far this prohibition is in accordance with the existing Treaties with China, and the expediency of shutting out the most sober and industrious race in the world from a Continent wanting labourers, are not matters for discussion in this report.

10.—The Northern Territory of South Australia still admits Chinese, but the inducement to go there, does not seem to be very encouraging, as only 172 left for Port Darwin in 1881, while 2,268 left for that Port in 1880.

There is a large and increasing emigration to the Straits Settlements, there being an excess of 5,400 over the number leaving Hongkong the previous year. Employment is found for them, not alone in the Straits Settlements, but in the Malay States and in the neighbouring Island of Sumatra.

11.—The following tables will show the number of emigrants that have passed through this Office between the years 1872 and 1881, inclusive, together with the countries to which they proceeded; also the number of Chinese returned to the Colony during the same period:—

Countries proceeded to.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	Total in the last 10 years.
British Columbia	...	...	...	...	...	...	...	...	...	240	240
British Guiana	...	...	...	...	...	...	506	...	...	...	506
Calcutta	...	...	...	15	...	...	...	...	...	...	15
California, U.S.A.	9,147	16,640	15,988	19,168	14,034	9,562	6,340	6,811	6,235	19,399	123,264
New South Wales	...	40	507	261	312	775	2,142	793	2,082	3,643	10,555
New Zealand	178	360	760	478	48	121	845	135	7	...	2,638
Oregon, U.S.A.	1,015	964	545	580	915	1,058	1,764	2,208	1,021	2,044	12,369
Philippine Islands	262	2,447	2,658	1,294	2,714	774	277	235	216	...	11,557
Queensland	220	...	532	8,618	6,732	6,530	64	81	84	86	22,947
Sandwich Islands	...	...	...	111	1,118	1,102	...	...	...	...	2,331
Siam	786	344	1,044	2,387	3,200	4,259	3,099	4,374	6,305	6,635	33,278
South Australia	...	...	...	...	...	97	1,812	1,771	2,268	172	6,120
Straits Settlements	9,780	7,743	9,623	15,158	16,254	15,029	20,630	16,421	31,145	36,545	178,338
Sumatra	...	...	...	...	156	...	...	...	...	...	156
Vancouver's Island	...	...	203	...	661	265	355	282	435	1,151	3,149
Victoria	155	...	...	142	206	144	429	418	526	448	2,671
West Indies	...	...	...	...	...	...	...	...	...	322	322
Total	22,143	28,768	31,866	48,152	46,350	39,741	38,653	33,529	50,824	70,625	410,451

Countries arrived from	1872	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	Total in the last 10 years.
California, U.S.A.	3,721	5,724	7,454	5,503	6,871	7,130	6,611	6,300	7,195	7,939	64,388
Cuba	58	...	...	...	...	...	...	...	...	...	58
New South Wales	404	557	371	673	190	365	297	903	634	796	5,190
New Zealand	190	284	322	233	136	145	60	84	182	81	1,717
Oregon, U.S.A.	538	231	...	459	394	834	330	858	514	330	4,488
Peru	68	92	...	...	...	40	172	...	...	151	523
Philippine Islands	3,236	3,438	3,694	4,811	4,960	4,437	5,178	4,937	3,272	...	37,958
Queensland	...	...	...	1,222	2,346	2,667	2,458	795	820	688	10,996
Sandwich Islands	...	...	...	90	...	111	101	107	437	835	1,621
Siam	719	968	1,244	1,845	1,475	2,602	2,537	2,977	3,197	4,016	21,780
South Australia	...	...	...	...	...	...	23	401	690	883	1,997
Straits Settlements	14,547	13,452	19,117	23,386	25,972	30,088	29,775	32,775	33,901	36,950	259,963
Victoria	292	609	117	340	46	127	345	405	229	314	2,82.
Total	23,773	25,355	32,819	38,502	42,3.0	48,746	47,882	50,542	51,011	52,983	413,503

REGISTRY OF SHIPPING.

12.—Four vessels have been registered, and seven have been struck off the register books of this Colony, during the year under review.

MARINE MAGISTRATE'S COURT.

13.—The cases tried in this Court are the same as in 1880, the principal offences being Drunkenness, Refusal of Duty, and Assault.

EXAMINATIONS FOR THE POSTS OF MASTERS, MATES AND ENGINEERS, UNDER SECTION XV. OF ORDINANCE NO. 8 OF 1879.

14.—The following lists will show the number of Candidates who passed, and those who failed in obtaining Certificates of Competency:—Masters, 41 passed, 2 failed; First Mates, 17 passed; 3 failed; Only Mate, 10 passed; 1 failed; Second Mates, 5 passed; 3 failed; First Class Engineers, 27 passed; Second Class Engineers, 22 passed.

[Paragraph 15 recites the Marine Courts held and findings returned during the year.]

SEAMEN.

16.—6,940 Seamen of all nationalities were shipped, and 7,231 were discharged in the year 1881. The excess of discharges over men shipped is caused by the former leaving the Colony without notifying their departure.

GENERAL.

17.—It may not be out of place in reporting on the Marine of the Colony to call attention to what is, and has long since been admitted as a great want, a Time Ball for the benefit of Shipmasters.

As there is some delay in building the contemplated Observatory at Kowloon, I take the opportunity of suggesting that the Colonial Government should make an application to the Naval Authorities with a view to a Ball being dropped daily at one o'clock on board H.M.S. *Victor Emanuel*. Ships are now so short a time in Port that the Captains are unable to regulate their chronometers in the old fashion of landing them to be rated by Messrs. Falconer, Noble, and others. I would submit that, if Vice-Admiral Willes, C.B., the Commander-in-Chief, consents to the arrangement, the Officer having charge of this duty be paid for his responsibility out of the Light Dues, which are ample to meet this charge.

FEES.

18.—The fees collected by this department during the year were as follows:—Emigration fees, under Ordinance No. 5 of 1874, No. 5 of 1876, and No. 1 of 1878, $21,839.25; Fees under Section III. of Ordinance 8 of 1879, Registry of Ship, $317.00; Fees under Section V. of Ordinance 8 of 1879, Survey and measurement of Ships, $7,231.17; Fees under Section VII. of Ordinance 8 of 1879, Survey and measurement of Ships, under 50 tons, $382.50; Fees under Section XV. of Ordinance 8 of 1879, Examination of Masters, Mates, &c., $2,190.00; Fees under Section XVI. of Ordinance 8 of 1879, Shipping Seamen, $6,940.00; Fees under Section XXXIV. of Ordinance 8 of 1879, Light dues, (not paid by Chinese Junks) $20,755.14; Fees under Section XXXVII. of Ordinance 8 of 1879, Storage of Gunpowder, $17,787.35; Fees under Section XXXVIII. of Ordinance 8 of 1879, Registration &c. of Junks (paid by Chinese Junks only), $19,839.50; Fees under Section XXXIX. of Ordinance 8 of 1879, Cargo-boats' Certificates, $487.00; Fees under Section XLIV. of Ordinance 8 of 1879, Harbour Regulations, Sale of, $61.00; Sale of Printed forms, $814.50. Total, $98,544.41.

It will be seen from the above return that, although Chinese Junks pay for licences, &c., under Section 38, they are exempt from the payment of light dues under Section 31, and that the difference was, for the last year, $915.64 in their favour.

BREAKWATER.

19.—The construction of the Breakwater for the Harbour of Refuge is progressing, but to make this Refuge complete it will be necessary to dredge a considerable portion of the inclosed space. A good dredging machine, if the Colony possessed one, would always find employment, as the foreshore is constantly silting up, forming an embankment along the Praya, which, at low water, not only prevents cargo and other boats from getting close inshore to discharge and load, but the filth deposited by the drains creates such a stench, especially in the summer months, that it only requires one's hours to be spent, as mine are, in an Office on the Praya, fully to appreciate the evil.

I have the honour to be, Sir, Your most obedient Servant,

H. G. THOMSETT, R.N.,
Harbour Master, &c.

The Honourable the Acting Colonial Secretary, &c., &c., &c.

POLICE COURT.

15th April.

BEFORE MR. H. E. WODEHOUSE.

GAMBLING.

Ching Anam, servant, was sentenced to seven days' imprisonment as a rogue and vagabond, having been caught by P.C. 640 gambling with several other men in Tung Man lane on Friday.

Li Ayik, an old man described as a mat packer, was brought before the court on a charge of having endeavoured to commit suicide on the 14th inst.

The man made a great noise when brought into the court, and was evidently insane. Lokong No. 235 saw him beating his head against a stone on the hillside, and brought him to the Station.

A relative of the man stepped forward and offered to take care of him and he was handed over to that person's charge.

ATTEMPTED THEFT FROM THE PERSON.

Chun Akwong, coolie, who had before been in gaol for larceny, was sentenced to three months' imprisonment with the first and last fortnights in solitary confinement, for having attempted to steal a silver anklet from the person of the child of a woman named Cheung Afung on the 14th inst.

A FREQUENT OFFENDER.

Wong Atuk, water coolie, was convicted for the fourth time on Saturday, the charge against him being one of stealing a glass tumbler, value 5 cents, the property of one Abdulcadder on the 14th inst.

Sentenced to six months' imprisonment.

LARCENY FROM THE PERSON.

Ng Akun, coolie, was sentenced to three months' imprisonment for stealing a dollar from the person of Joseph Conjo Nabaro, seaman, on the 14th inst.

The complainant is a seaman on board the Spanish frigate *Dona Maria de Molina*. The complainant and a companion made some purchases in a sandal wood shop, and engaged a coolie to carry them from several standing around. The defendant, under pretence of asking to be engaged, went up to the complainant, and abstracted a dollar from his pocket and ran off, but failed to escape.

ON PREMISES WITH INTENT.

Tam Afu, carpenter, was sentenced to 14 days' imprisonment for having been upon the premises of a man named Tam Aman with intent to commit a felony on the 9th instant.

HOUSEBREAKING.

Mak Afu, chair coolie, was charged, on remand, with having broken and entered a dwelling house, and stolen therefrom property to the value of $12, on the 6th inst.

The charge was proved and the prisoner sentenced to four months' imprisonment.

THE CHARGE OF OVERCROWDING A STEAMER.

Captain Goggin, of the steamer *Kiungchow*, belonging to Messrs. Kwok Acheong and Sons, appeared again in answer to the summons charging him with having unlawfully left the waters of this colony with 115 passengers in excess of the number authorised by his license on the 3rd inst.

Mr. Wotton appeared for the defence.

Inspector Cradock stated that in consequence of instructions received, he went on the 3rd April, with a party of police on board the *Kiungchow*, which had just left the wharf, and was on her way to Canton. Having informed the captain of what they were about to do, they proceeded to count the passengers. The captain, at his request put his crew of 36 men on one side, and then making his arrangements to cut off all access between the lower and upper decks, he proceeded with the counting of those on both decks. Witness found there were 272 passengers, whilst the ship was only entitled to carry 158 adults. He reckoned that 31 of the passengers were children, and he did not know whether they had paid their passages or not. Under the Merchant Shipping Ordinance, two children under 12 years old counted as one adult, and there were thus 100 passengers in excess of the authorised number, counting the 31 children as 15 adults.

In answer to Mr. Wotton, witness said the passengers had plenty of room on board, and in his opinion the vessel could well carry them. He was aware that improvements had been made in the steamer before the 3rd April, and also that an application had been made for a certificate after survey on the 3rd inst. There was no possibility of witness having been wrong in his counting. This was the first charge of the kind against the vessel.

Mr. Wotton admitted that his client had carried an excess of passengers, but not to the extent stated, and he put in a certificate of tonnage dated the 14th April, signed by Mr. J. S. Brewer, Government Marine Surveyor, by which it was shown that the number in excess of the accommodation of the boat was only 66. Since her improvement, her carrying power had been increased. Mr. Wotton therefore applied for a nominal penalty, which he thought was all that was required to meet the ends of the case.

Inspector Cradock pointed out that the boat was not certified for so many as Mr. Wotton claimed she would accommodate.

The defendant was fined $250, and in addition $5 for every passenger in excess of the accommodation according to the new register of net tonnage, viz., 65 passengers, or in default six months' imprisonment. The total amount of the fine was $575.

The case was remanded to enable the defendant to get the steamer measured.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

HONGKONG SAMPANS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—May I, through the medium of your valuable paper, protest against the disgusting and filthy state of the sampans which ply for hire in Hongkong harbour?

I have used waterman's boats in all parts of the world, but never have I entered any floating structure that could compare with the Hongkong *licensed* sampans, for dirtiness, want of propelling power, and also for the disgusting language (in English) made use of by the boatmen and women.

Surely, as these boats carry Government licences, something might be done on behalf of those who are compelled by circumstances to use sampans.—I am, Sir, Yours &c.,

ONE WHO HAS USED SOME 20,000 BOATS.

Hongkong, 15th April, 1882.

HANGCHOW.

31st March.

The month of March has passed without making a record of any thing special, except the number of destructive fires. There were four during the month. Probably the long-continued dry weather gave an opportunity for the greater destruction of property. The first was just outside the North-Gate at a very busy corner. Though it was only 8 p.m. the gate was closed, and the guards refused to open even for the "water-dragons." Their refusal aroused the latent democratic feeling in the breasts of the firemen and citizens and they unbarred and opened the gates themselves. They got the flames reduced in less than an hour. A dozen or more large shops were burned, and one woman lost her life.

The largest fire was near the heart of the city and occurred at 10 a.m. Some fifty houses were burned. By 2 p.m. a great portion of the ground had been cleared, the rubbish being piled up on the lot where the fire originated. This is the rule in this city, the owner of that spot being made to suffer in that way additional to his loss by the fire. This shows a sense of natural justice.

There is another rule or custom here which is less free from objection; namely, that the inmates of any house which has been burned will not be allowed to enter another house even for a temporary shelter until after a rain has fallen, for fear the Fire Demon will follow them and communicate fire to the house they enter. In some cases intimate friends will receive them, but only after the ceremony of throwing a cup of water over them has been performed to rid them of the fire-demon.

A man whose house was burned in January, his son and daughter-in-law and a little child being burned also, was considered to be so much under the curse of fire that he could not rent another house. After making many attempts and failing, he swallowed opium and killed himself.—*N. C. Daily News* Correspondent.

SHANGHAI.

The banker Hoo is still in Shanghai, and his stay here will be longer than anticipated, owing to the work that "the silk affair" has entailed.

There are rumours among the Chinese that the Taotai will be removed shortly from his post, and will retire to his native province for a term. —*Courier.*

We regret to hear of the death of Mr. J. Mann, 2nd Engineer of the steamer *Tientsin*, who fell overboard on the 30th March, at Newchwang, and was drowned.

Captain Anderson, of the steamer *Fooksang*, reports that when off Woosung on the 11th inst., he had to stop owing to shots from Woosung Fort flying around the steamer. The Chinese authorities ought to see that such dangerous work is stopped. No doubt, the Celestial artillerymen were not actually firing at the steamer; if they had been she might be considered safe; but as they were firing at something else, her position was one of great danger. Complaints have often been made before; and we understand that in the present case the British Consul has been asked to communicate with the Taotai.

The Waterworks Company are proceeding very rapidly with laying their mains through the principal roads of the Settlement, and they will probably have completed doing so in the part of it inhabited by foreigners—the fringe along the Bund—before the close time when the roads cannot be opened, the 20th May to 20th September, we think. In the meantime they have a good deal of trouble with the side drains, many of which do not connect with the main drains, a result of leaving such work to Chinese contractors. The Waterworks Company are expected to replace them by properly made drains. The Waterworks Company have in fact done a good service to Shanghai by revealing a hidden cause of sickness; it seems that a thorough overhaul of our drainage system would be desirable. The laying of private drains should in fact be inspected. In the meantime the Waterworks Company get the odium of all the Settlement.—*Mercury.*

Mr. H. de Courcy Forbes has been appointed Acting Consul General for Sweden and Norway and has assumed charge of that office.

Amongst the passengers arrived by the steamer *Glenlyon* we note the name of Mr. T. F. Hough, formerly of the 8th Hussars, who will assume the duties of cavalry drill instructor to the Light Horse Company, S. V. C.

The *Shên Pao* informs its readers that so far from the K'ai-p'ing coal-mines being shut up, they are now turning out more and more coal every day, and that the prospects in the immediate future are most encouraging. It gives a distinct denial to the statement of the foreign press—echoed, however, at the time by the *Shên Pao* itself—that the coal-mines were ever going to be closed; and assures all shareholders that they have no ground to be disquieted. We believe the whole mistake to have been a very simple one. It was the copper, never the coal, mines that were said to interfere with the repose of the soul of Tsz An. The copper-mines are dangerously near to the Imperial Mausolea; the coal-mines, happily for China, are a very long way off.

The Viceroy Li Hung-chang has issued an order recently which will meet with a degree of compliance most unusual in official experience,—an order that has given immense satisfaction at all the maritime ports, in that it exempts the local authorities and guilds from an onerous tax. It is that the triennial demand for war-junks is not again to be made, and the work commenced for the construction of a new supply has been abandoned. This was a tax which was reluctantly submitted to for the reason that when those tribute war-junks arrived at Shan-hai Kuan and cast anchor, they were never moved thence, but rotted at anchor, being gradually dismantled, and their stores and moveables purloined. Various guilds at the ports were obliged to furnish materials at loss than cost price. The change, we are informed, is due to the introduction of steam gunboats.—*Daily News.*

WUHU.

A robbery of a large sum of money, said to be about six thousand dollars, has occurred at a foreign Opium Hong here. The shroff who had charge of the cash has suddenly disappeared. It seems that the compradore is responsible for the amount; he has, however, left this for Shanghai, to report the circumstance to the principal there.—*N. C. Daily News* Correspondent.

TIENTSIN.

4th April.

It is thought by some that the increased shoaling of the river this spring over previous seasons, of which there is almost universal complaint, is in a large measure due to the loss of water led off by the canals which have been opened within the last year or two. For it is said that in the lower part of the river, where we have the full benefit of the tide, the depth of water is quite as of old. The possibility is suggested of the water becoming so low, if this tapping process continues, that vessels cannot ascend to Tientsin,—I trust never to be realised.

A complimentary dinner is to be given this evening to our late Commissioner of Customs, Mr. G. Detring, who leaves us in a few days, to enjoy, as we trust, a well-earned two years' leave of absence. During his residence at Tientsin Mr. Detring has won the respect and esteem of both foreigners and Chinese, as few of his predecessors in the office have done. He has from the first taken a deep interest in all matters relating to the improvement of the foreign settlement of Tsz-chu-lin. And it is to his energy and public spirit that we are chiefly indebted for the beginning, and successful prosecution thus far, of a scheme, which, if carried forward according to the original plan, will give us a beautiful park of many acres in extent, and containing walks and drives aggregating many miles in length. His successor, Mr. E. Farago, took charge on the 31st ult.—*N. C. Daily News* Correspondent.

PEKING.

3rd April.

Tso Tsung-t'ang wants more men to assist in his administration at Nanking. He has written for four Tao-tais, one Che-fu, one Che-chou, one Tung-che and one Tung-pan. Every official ought to seek to surround himself with the competent and to dismiss the incompetent. The Emperor grants the request. Such requests are never refused, especially when the Throne has confidence in the man who selects and who has shown his administrative ability by collecting round him efficient subordinates.

The province of Kirin has at last been assimilated with the rest of the Empire, having received its quota of Che-fus, Chous and Hsiens, posts which can now be held by Manchus and Chinese irrespectively. Formerly the province was the private hunting-ground of the former. Shengking (Kuan-tung) underwent a similar change four or five years ago, at the suggestion of Chung-shih, when he was Military Governor. Ili will follow by and by.

We noticed the death of Mao Chang-hsi. His son is to be raised to the rank of a *Yuen-wai*, 5th button; his grandson is to be made an M.A. *(chüjen)* and the posthumous honour of Teacher to the Heir Apparent has been conferred upon him. His successor is Chang Chih-wan, the elder brother of the present Governor of Shansi,—a native of Tientsin and formerly a Provincial Governor, but who retired some time ago on account of ill-health. This appointment will bring him to the surface again. Many officials when dissatisfied with their post, loss of post or want of rapid promotion, retire on the plea of ill-health; but as soon as they are offered higher appointments they emerge from their seclusion. In the Peking Six Board natives of Chihli can hold office, contrary to the rule that no man can hold office in his native province. The report that the Viceroy Li's brother is appointed to succeed Mao is therefore without foundation, although he may be called to the capital in some other capacity. In these days of rumours against his brother's progressive plans, it might be well for all parties to have a friend at Court. And although officially (for neither privately nor publicly is anything known here of the circumstances) it may be known that the Kaiping mines and the railroad may cause the death of the Western Empress, nobody seriously entertains any other idea but that both these black diamond excavations and the iron road of thirty *li* will be left to work out their destiny. Regarding the telegraph line it may probably prove a very expensive affair, in other words a commercial failure, and in the absence of Russian or European complication, its great advantages may not be rightly appreciated; but China cannot and must not retrograde. Possibly this run upon the mines, the railroad, and the telegraph has some ulterior object in view. It will certainly depreciate shares, and then will be the time for speculators to take advantage.

The Rev. W. L. Groves leave for Shanghai towards the end of next week and will pass a few days at Chefoo. Auctions, spring-races and Saturday afternoon equestrian excursions to the Race Course are here the order of the day at present. The Gas Engineer and his family and the Rev. James Gilmour and family leave for England to-morrow, both on furlough after a residence of about a dozen years here.—*N. C. Daily News.* Correspondent.

COREA.

The Corean correspondent of the *Mainichi Shimbun* writes:—Business in Fusan has been very dull, and the Japanese colonists have become more and more involved. Quite lately the principal Taishiu merchant, Goto, has been declared bankrupt, with liabilities amounting to seventeen thousand yen. This failure has seriously affected more than a score of other merchants, who stand to lose sums varying from yen 800 to 3,500 each.

The *Hochi Shimbun's* Corean correspondent writes:—The Seoul Government seems likely to allow Japanese access to the interior of the country, a question which has of late been the subject of negotiations. Notices have already been issued, stating that the Japanese Minister and his suite, who are shortly expected to arrive, will proceed from Fusan to the capital overland and are to be treated with the utmost courtesy. Anent this possible opening of Corea to Japanese, the *Hochi's* authority tells the following story:—"It would appear that at a place called Toraifu there is a hot spring renowned for curing all diseases. Repeated applications have been made by the Japanese Consul at Fusan for permission for Japanese to visit the locality, but without success. Recently, however, the Coreans have come to the conclusion that permission to travel in the interior is sure to be accompanied by visits to this sacred spring, a defilement so certain to rouse the ire of the Corean deities, that it would be better to fill up the spring, with earth, at once. In consequence of this resolution quite a throng of visitors attends the spring now, for the purpose of taking a final bath prior to its being closed."—*Japan Mail.*

The status of the late Lord Beaconsfield which is being executed by Signor Raggi is rapidly approaching completion, and will soon be ready for casting.

Thames-Street Industries, by Percy Russell, This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Advt.] [631

COMMERCIAL INTELLIGENCE.

SATURDAY, 15th April.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8¾
Bank Bills, at 30 days' sight 3/8¾
Bank Bills, at 4 months' sight 3/9¼
Credits, at 4 months' sight 3/9⅜
Documentary Bills, at 4 months' sight 3/9½

ON PARIS.—
Bank Bills, on demand 4.70
Credits, at 4 months' sight 4.80

ON BOMBAY.—Bank, 3 days' sight 222
ON CALCUTTA.—Bank, 3 days' sight 222

ON SHANGHAI.—
Bank, sight 72¼
Private, 30 days' sight 72⅞

SHARES.

Hongkong and Shanghai Bank Shares—110 per cent. premium.
Union Insurance Society of Canton—$1,600 per share.
China Traders' Insurance Company's Shares—$1,600 per share.
North China Insurance—Tls. 1,200 per share.
Yangtsze Insurance Association—Tls. 900 per share.
Chinese Insurance Company—$255 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$85 per share.
Hongkong Fire Insurance Company's Shares—$320 per share.
China Fire Insurance Company's Shares—$292½ per share.
Hongkong and Whampoa Dock Company's Shares—48 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$23½ per share premium.
Indo-China Steam Navigation Co.'s Shares—Par, nominal.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$107 per share.
China Sugar Refining Company, Limited—$155 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—$120 per share.
Hongkong Ice Company's Shares—$131 per share.
Hongkong and China Bakery Company, Limited —$55 per share.
Chinese Imperial Loan of 1874—£109 Nominal.
Chinese Imperial Loan of 1877—£107 Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—3 per cent. prem.

HONGKONG TEMPERATURE.

FROM MESSRS. FALCONER & CO.'S REGISTER.

April 16th.

Barometer—9 A.M.	30.180
Barometer—1 P.M.	30.140
Barometer—4 P.M.	—
Thermometer—9 A.M.	67
Thermometer—1 P.M.	68
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	61
Thermometer—1 P.M. (Wet bulb)	60
Thermometer—4 P.M. (Wet bulb)	—
Thermometer—Maximum	68
Thermometer—Minimum (over night)	63

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

April 16th.

BAROMETER, THERMOMETER, &c.	HONGKONG: Previous day at 4 P.M.	HONGKONG: On date at 10 A.M.	AMOY: Previous day at 4 P.M.	AMOY: On date at 10 A.M.	SHANGHAI: Previous day at 4 P.M.	SHANGHAI: On date at 10 A.M.	MANILA: On date at 10 A.M.	MANILA: On date at 4 P.M.
Barometer	30.05	30.14	30.10	30.16	30.07	30.07	30.06	29.98
Thermometer attached	70.0	70.0	67.0	62.0	56.5	50.0	82.0	85.0
Direction of Wind	E	E	NE	NE	N	NNW	W	NNE
Force	4	6	1	2	6	3	0	2
Dry Thermometer	68.0	69.0	67.0	62.0	50.0	49.0	84.2	84.0
Wet Thermometer	63.0	61.0	61.0	58.0	49.0	47.0	77.0	77.8
Weather	c.	b.c.	b.c.	b.c.	b.c.	b.	b.c.	b.c.
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two-points,—N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Patroclus (str.)	White	...	Butterfield & Swire	Quick despatch.
LONDON	Endymion	T. Richardson	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
MARSEILLES, viâ SUEZ &c.	Saghalien (str.)	Rolland	...	Messageries Maritimes	On 24th inst., at Noon.
BOMBAY, &c.	Khiva (str.)	Scrivener	...	P. & O. S. N. Co.	On 19th inst., Daylight.
HAMBURG	Bertha	Henne	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Nelly M. Slade	D. Gould	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Jas. A. Borland	J. H. Kent	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Oceanic (str.)	...	...	O. & O. S.S. Co.	On 2nd May, at 3 P.M.
SAN FRANCISCO	Strathairly (str.)	Fenwick	Hongkong	Norton & Co.	Quick despatch.
PORTLAND (OREGON)	Edwin Reed	Gilmour	Hongkong	Russell & Co.	Quick despatch.
VICTORIA, VANCOUVER'S IS.	Sumatra	Rock	Hongkong	Russell & Co.	Quick despatch.
VICTORIA, VANCOUVER'S IS.	Canopus (str.)	Joy	Hongkong	Russell & Co.	On 20th inst., at 3 P.M.
YOKOHAMA	Galley of Lorne (str.)	Branthwaite	...	Russell & Co.	Quick despatch.
YOKOHAMA	Volga (str.)	Guirand	...	Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI	Sunda (str.)	...	...	P. & O. S. N. Co.	To-day, at 4 P.M.
SHANGHAI	Teucer (str.)	Power	...	Butterfield & Swire	On or about 19th inst.
SHANGHAI	Oxus (str.)	Rapatel	...	Messageries Maritimes	Quick despatch.
MANILA, via AMOY	Esmeralda (str.)	Talbot	Hongkong	Russell & Co.	To-day, at 4 P.M.

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY, OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ... £100,000 Sterling.
RESERVE FUND UPWARDS OF .... £120,000 Sterling.
ANNUAL INCOME .... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [14

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1457

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [1

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.

Discount 20 %.

VOGEL & Co.
Hongkong, 16th September, 1880. [1495

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.
RESERVE FUND .... $70,858.27.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1441

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YO Y CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [511

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES, (CERCLE TRANSPORTS REUNIES) PARIS.

CAPITAL SUBSCRIBED ...... 50,000,000 Francs.
CAPITAL PAID-UP .... 12,500,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 1st January, 1882. [1536

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) ...... Tls. 420,000.00
PERMANENT RESERVE ... Tls. 230,000.00
SPECIAL RESERVE FUND Tls. 288,936.17

TOTAL CAPITAL and ACCUMULATIONS, 2nd April, 1881 .... Tls. 938,936.17

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 11th May, 1880. [2

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [3

INSURANCES.

PRUSSIAN NATIONAL INSURANCE COMPANY OF STETTIN.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

MEYER & Co.
Hongkong, 9th May, 1881. [806

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 1st July, 1881. [20

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [13

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ¾ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [680

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL—£2,000,000.—PAID-UP £200,000.
PAID UP RESERVE FUND—£50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 1st January, 1882. [252

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [15

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [21

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.

Discount 20 %.

VOGEL & Co.
Hongkong, 1st March, 1878. [1440

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [16

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 4th May, 1881. [768

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
Hongkong, 12th May, 1881. [17

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [923

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.
Hongkong, 11th May, 1881. [18

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ½ % Net per Annum.
On Coals .... at 1 % Net per Annum.
On Petroleum in licensed Godowns .... at 1½ % Net per Annum.
On First-class Chinese Tenements .... at 2 % Net per Annum.
On Second-class Chinese Tenements .... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [19

VESSELS ON THE BERTH.

STEAM TO YOKOHAMA VIA NAGASAKI.

THE P. & O. S. N. Co.'s Steamship

"SUNDA,"

will leave for the above place at FOUR P.M., TO-DAY, the 17th instant.

A. McIVER,
Superintendent.
Hongkong, 15th April, 1882.

FOR VICTORIA, VANCOUVER'S ISLAND.

THE 100 A 1 British Steamship

"CANOPUS,"

Captain Joy, will be despatched for the above Port on THURSDAY, the 20th instant, at THREE P.M.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 12th April, 1882. [706

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"GALLEY OF LORNE,"

Captain Branthwaite, due on or about the 19th instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 12th April, 1882. [707

FOR SAN FRANCISCO (DIRECT).

THE Steamship

"STRATHAIRLY,"

Captain Fenwick, will be despatched on or about the 13th instant.

For Freight or Passage, apply to
NORTON & Co.,
Agents for Charterers.
Hongkong, 8th April, 1882. [683

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship

"TEUCER,"

Captain Power, will be despatched on or about the 19th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th April, 1882. [702

FOR LONDON DIRECT.

THE A 1 British Iron Bark

"ENDYMION,"

Captain T. Richardson, will load for the above Port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 24th March, 1882. [569

FOR VICTORIA, VANCOUVER'S ISLAND.

THE American Ship

"SUMATRA,"

Rock, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 13th February, 1882. [331

FOR PORTLAND, OREGON.

THE 3/3 L. I. I. American Bark

"EDWIN REED,"

Gilmour, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 20th February, 1882. [357

FOR NEW YORK.

THE 3/3 L. I. I. American Barquantine

"NELLY M. SLADE,"

D. Gould, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 10th March, 1882. [474

FOR NEW YORK.

THE A 1 American Bark

"JAS. A. BORLAND,"

Captain J. H. Kent, will load for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 4th April, 1882. [653

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain White, will be despatched on or about the 13th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st March, 1882. [498

FOR HAMBURG, DIRECT.

THE 3/3 L. I. I. German Bark

"BERTHA,"

Henne, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 31st March, 1882. [626

C. L. THEVENIN, COMMISSION AGENT, WINE AND SPIRIT MERCHANT.
CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, WHISKY, &c., &c.
FRENCH BOOTS AND SHOES FOR LADIES AND GENTLEMEN.
PERFUMERY, &c.
HONGKONG HOTEL BUILDING.

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.

DEETJEN & Co.
Hongkong, 1st July, 1881. [1133

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [31

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED. HITHERTO CALLED THE STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL .... TWO MILLIONS STERLING.

The Undersigned are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 27th August, 1880. [405

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KHIVA," Captain G. Scrivener, with Her Majesty's Mails, will be despatched from this for BOMBAY on WEDNESDAY, the 19th instant, at Daylight.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until NOON on the 18th instant.

Silk and Valuables for Europe will be transhipped at Point de Galle; but Tea and General Cargo at Bombay, arriving one week later than by the direct route viâ Galle.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, Superintendent.
Hongkong, 11th April, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.

ON MONDAY, the 24th day of April, 1882, at NOON, the Company's Steamship "SAGHALIEN," Commandant Rolland, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 23rd April, 1882.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 23rd of April, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 14th April, 1882.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, 2nd May, at THREE P.M., and be followed by the Company's steamer "COPTIC," on TUESDAY, May 9th.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

A REDUCTION of 25 % made on all RETURN PASSAGE ORDERS issued.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

CHAS. H. HASWELL, JUN.,
Agent.
Hongkong 14th April, 1882.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

BERTHA, German bark, Hearne.—Wieler & Co.
CANOPUS, British steamer, R. H. Joy.—Russell & Co.
CHATTANOOGA, American bark, Howes.—Douglas Lapraik & Co.
CARNARVONSHIRE Brit. schooner, G. Williams —Jardine, Matheson & Co.
ELISE, German ship, J. Winters.—Carlowitz & Co.
F. C. SIEBEN, German bark, C. N. Dahl.—Captain.
GESINE BRONS, Germanbark, F. von Trumbach.—Wieler & Co.
HOTSPUR, British bark, H. Jack.—Captain.
J. A. BORLAND, American bark, J. H. Kent.—Douglas Lapraik & Co.
KATE DAVENPORT, Am. ship, E. B. Malton,—Captain.
KILLARNEY, Brit. steamer, H. O'Neill.—Gibb, Livingston & Co.
LORNE, British steamer, John McKechnie.—Bun Hin Chan.
MARTHA, British barque, A. McPherson.—Rozario & Co.
MANHEM, Swedish schooner, A. P. Janson.—Siemssen & Co.
R. T. CLAYTON, American brig, Thomas.—Order.
SUMATRA, American ship, Chas. Rock.—Order.
VOLMER, Danish steamer, T. Heintzelmann.—Geo. R. Stevens & Co.
YOTTUNG, British steamer, H. Kennett.—Kwok Acheong & Sons.

FOR SALE.

GENUINE MADEIRA WINE, 1870, $22 PER DOZEN.
OLD SUPERIOR PORT (BASTARDOS), $15 PER DOZEN.

Apply to
L. THEVENIN,
Hongkong Hotel Building.
Hongkong, 22nd March, 1882. [56

FOR SALE.

THE A 1 British Steamer

"BENTAN,"

340 tons nett register (see Lloyds Register of shipping 1881, B No. 343) now lying in Singapore Harbour. She had extensive repairs in 1880-1881.

For particulars apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 27th March, 1882. [591

AFONG, PHOTOGRAPHER,

By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNGCHOW, have recently been added to the above.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

D. K. GRIFFITH holds authority to SIGN.

STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [59

MAILS EXPECTED.

THE AMERICAN MAILS.

The O. and O. S. S. Co.'s steamer *Oceanic*, with the next American mail, left Yokohama on the 11th, and may be expected here on or about the 18th instant.

The P. M. steamer *City of Tokio*, with the succeeding American mail, left San Francisco on the 8th April, and is due here on or about the 7th May.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Teucer* left Singapore on the afternoon of the 10th, and may be expected to arrive here on or about the 17th inst.

The Union Line steamer *Galley of Lorne* left Singapore on the morning of the 12th, and may be expected to arrive here on or about the 19th instant.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Victoria, B.C.—Per *Suez*, to-day, the 17th inst., at 5.00 P.M.

For Victoria, B.C.—Per *Canopus*, on Thursday, the 20th instant, at 2.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Chronicle and Directory* for 1882, which supersedes all previous editions.

His Excellency the Administrator has been pleased to approve of the following Hours for closing the English Mails till further notice, on the days mentioned below:—

Tuesday,	April	the	18th.
Friday,	"	"	28th.
Thursday,	May	"	11th.
Do.	"	"	25th.
Do.	June	"	8th.
Do.	"	"	22nd.
Do.	July	"	6th.
Do.	"	"	20th.
Do.	Aug.	"	3rd.
Do.	"	"	17th.
Do.	"	"	31st.

3.00 P.M.—Money Order Office closes.
4.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
5.00 P.M.—Mails closed, except for Late Letters.
5.10 P.M.—Letters may be posted with late fee of 10 cents until
5.30 P.M.—when the Post Office closes entirely.
6.00 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, and newspapers without late fee, until 9.30 P.M. when the Supplementary Mail will be closed; Circulars will be returned to the Post Office.
After 9.30 P.M. Letters may be placed in the Loose Box for treatment at Singapore.

No responsibility can be accepted in this Department for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

DAY BEFORE DEPARTURE (or SATURDAY if the departure be on Monday).

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

MAILS BY THE U. S. PACKET.

The United States Mail Packet "OCEANIC" will be despatched on TUESDAY, the 2nd May, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M., Registry ceases.
2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "KHIVA," will be despatched on TUESDAY, the 18th April, with Mails to and through the United Kingdom and Europe *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Mauritius, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents.
Post Cards, each	3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep; weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, Parcel, containing no letter, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India is compulsory.

EXTRACTS.

TRUST STILL IN GOD.

Still will we trust, though earth seem dark and dreary,
And the heart faint beneath His chastening rod,
Though rough and steep our pathway, worn and weary,
Still will we trust in God!

Our eyes see dimly, till by Faith anointed,
And our blind choosing brings us grief and pain;
Through Him alone who hath our way appointed,
We find our peace again.

Choose for us, God!—nor let our weak preferring
Cheat our poor souls of good Thou hast design'd:
Choose for us, God!—Thy wisdom is unerring,
And we are fools and blind.

So, from our sky, the Night shall furl her shadows,
And Day pour gladness through his golden gates;
Our rough path lead to flower-enamell'd meadows,
Where joy our coming waits.

Let us press on in patient self-denial,
Accept the hardship, shrink not from the loss—
Our guerdon lies beyond the hour of trial;
Our crown, beyond the Cross.

W. H. BURLEIGH.

THE BOOTS DID IT.

A correspondent of the *Spectator* says:—It is refreshing to hear of a genuine conversion, if it be from darkness to light, especially when it is speedy and complete. A few years ago, a friend of mine—there is no harm now in telling this story, as the superstition referred to in it is exploded, if not everywhere, certainly among your readers—was taking a country walk with a friend, a clergyman, when the latter suddenly wheeled round, his face towards home, with the remark, "Let us go back, I'm tired; was called up in the middle of the night to baptise a child that was dying." "Were you in time?" asked my friend. "Just," was the reply, "another half-minute, and I should have been too late!" "And if you had been, what then?" "Why then, I suppose the poor little thing, would have been lost." "Eternally?" "Well, yes, according to our belief." "May I ask what sort of boots you wear?" said my friend. "Boots? Elastic-sided, always." "Now, suppose you were laced, and they had taken two minutes to put on, the child would have been dead, and—lost eternally, ay?" "That's a peculiar view of the question; I must think over my position." Two days after, the clergyman met my friend, and said, "I have thought that matter over, and must alter my view. The boots did it."

A BREAKFAST FOR A PRINCE.

Apropos of the recent discussion in the Berlin Diet concerning the desirability of checking "growing habits of luxury" in the Prussian Officers' Corps, an instructive little anecdote, of which the German Crown Prince is the hero, has obtained publicity in the *Kleines Journal*. It appears that about a year ago his Imperial Highness, having inspected one of the crack cavalry regiments of the Guard at an early hour, accepted the invitation of its officers to breakfast with them. Upon entering the mess room, however, he glanced at the table, gaily decked out with hothouse flowers and costly fruit, and laden with expensive delicacies; and, stopping short at the threshold, observed, "You will excuse me, gentlemen; I am not accustomed to breakfast in such an elaborate manner." So saying, he turned upon his heel and quitted the barracks, leaving the discomfited Guardsmen to digest his rebuke as best they might. About a twelve month had expired since the occurrence in question, when the regiment's turn for inspection came round again, and again the colonel in command conveyed to his Imperial Highness an invitation to breakfast on the part of the officers' mess. This time, nothing more luxurious than cold meat and sausage, cut in slices, and brown bread met the Crown Prince's eye as he strode past the mess-table to his place at its head. Smiling pleasantly, he sat down, partook heartily of the simple viands proffered to him, and, when he rose to take his leave after a copious meal, thanked his hosts for their hospitality with the significant remark, "That, gentlemen, is the sort of breakfast I like."

SPOOPENDYKE AND HIS OYSTERS.

"My dear," queried Mr. Spoopendyke, "did you put those oysters on the cellar floor with the round shells down, as I told you to?" "I did most of 'em," replied Mrs. Spoopendyke. "Some of 'em wouldn't stay that way. They turned right over." "Must have been extraordinary intelligent oysters," muttered Mr. Spoopendyke, eyeing her with suspicion. "Didn't any of 'em not stand up on end and ask for the morning paper, did they?" "You know what I mean," fluttered Mrs. Spoopendyke. "They tipped over sideways, and so I laid them on the flat shell." "That's right," grunted Mr. Spoopendyke. "You want to give an oyster his own way, or you'll hurt his feelings. Suppose you bring up some of those gifted oysters, and an oyster-knife, and we'll eat 'em." Mrs. Spoopendyke hurried away and pattered back with the feast duly set out on a tea waiter, which she placed before Mr. Spoopendyke with a flourish. "Now," said she, drawing up her sewing-chair, and resting her elbows on her knees and her chin on her hands, "when you get all you want, you may open me some." Mr. Spoopendyke whirled the knife around his head and brought it down with a sharp crack. Then he slipped away at the end for a moment, and jabbered at what he supposed was the opening. The knife slipped and plowed the bark off his thumb. "Won't come open, won't ye?" he snorted, fetching it another lick, and jabbing away again. "Haven't completed your censure of who's out here working at ye?" and he brought it another whack. "P'raps ye think I haven't fully made up my mind to inquire within, don't ye?" and he rammed the point of the knife at it, knocking the skin off his knuckle. "That isn't the way to open an oyster," suggested Mrs. Spoopendyke. "Look here," roared Mr. Spoopendyke turning fiercely on his wife. "Have you got any private understanding with this oyster? Has the oyster confided in you the particular way in which he wants to be opened?" "No-o!" stammered Mrs. Spoopendyke. "Only I thought—" "This is no time for thought!" shouted Mr. Spoopendyke, banging away at the edge of the shell. "This is the moment for battle, and if I've happened to catch this oyster during office hours, he's going to enter into relations with the undersigned. Come out, will ye?" he yelled, as the knife flew up his sleeve. "Maybe ye don't recognise the voice of Spoopendyke! Come out, ye dod-gasted coward, before ye make an enemy of me for life," and he belted away at the shell with the handle of the knife, and spattered mud like a dredging machine. "Let me get a hammer to crack him with," recommended Mrs. Spoopendyke, hovering over her husband in great perturbation. "Don't want any hammer!" howled Mr. Spoopendyke, slamming around with his knife. "S'pose I'm going to use brute force on a dod-gasted fish that I could swallow alive if I could only get him out of his house? Open your measly premises!" raved Mr. Spoopendyke, stabbing at the oyster vindictively, and slicing his shirt sleeve clear to the elbow, "Come forth and enjoy the society of Spoopendyke!" and the worthy gentleman foamed at the mouth as he sank back in his chair and contemplated his stubborn foe with glaring eyes. "I'll tell you what to do," exclaimed Mrs. Spoopendyke, radiant with a profound idea. "Crack him in the door." "That's the scheme!" grinned Mr. Spoopendyke, with horrible contortions of visage. "Fetch me the door. Set that door right before me on a plate. This oyster is going to stay here. If you think this oyster is going to enjoy any change of climate until he strikes the tropic of Spoopendyke, you don't know the domestic habits of shell fish. Loose your hold!" squealed Mr. Spoopendyke, returning to the charge, and fetching the bivalve a prodigious whack. "Come into the outer world, where all is gay and beautiful. Come out and let me introduce you to my wife;" and Mr. Spoopendyke laid the oyster on the arm of his chair, and slugged him remorselessly. "Wait!" squealed Mrs. Spoopendyke, "here's one with his mouth open!" and she pointed cautiously at a gaping oyster who had evidently taken down the shutters to see what the row was about. "Don't care a dod-gasted nickel with a hole in it," protested Mr. Spoopendyke, thoroughly impatient. "Here's one that's going to open his mouth, or the resurrection will find him still wrestling with the ostensible head of his family. Ow!" and Mr. Spoopendyke, having rammed the knife into the palm of his hand, slammed the oyster against the chimney piece, where it was shattered, and danced around the room wriggling with wrath and agony. "Never mind the oysters, dear," cried Mrs. Spoopendyke, following him around and trying to disengage his wounded hand from his armpit. "Who's minding 'em?" roared Mr. Spoopendyke, standing on one leg and bending up double. "I tell ye that when I start to inflict discipline on a narrow-minded oyster that won't either accept an invitation or send regrets, he's going to mind me. Where's the oyster? Show me the oyster! Arraign the oyster!" "Upon my word, you've opened him," giggled Mrs. Spoopendyke, picking the smashed bivalve between the tips of her thumb and forefinger. "Won't have him!" sniffed Mr. Spoopendyke, eyeing the broken shell and firing his defeated enemy into the grate. "If I can't go in the front door of an oyster, I'm not going down the scuttle! That all comes of laying 'em on the flat shell," he continued, suddenly recollecting that his wife was to blame for the whole business. "Now you take the rest of 'em down and lay 'em as I told you to." "Yes, dear." "And another time you want any oysters you sit around in the cellar and when they open their mouths you put sticks in. You hear?" "Yes, dear." And Mrs. Spoopendyke took the bivalves back, resolving that the next time they were in demand they would crawl out of their shells and walk upstairs arm in arm before she would have any hand in the mutilation of her poor dear suffering husband by bringing them up herself.

AN IMPROMPTU.

In a recent issue of the *Times* an announcement appeared to the effect that Mr. Pickering Phipps, M.P. for South Northamptonshire, while rising from family prayer, slipped and broke his leg. In connection with this incident the following impromptu was picked up near Exeter Hall:—

'Tis writ that angels shall be charged
To guard good feet from stones,
Then where, pray, was the angel guard
Told off for Phipps's bones?

A DARE-DEVIL GENERAL.

The story of General Skobeleff's exploits in the Bulgarian campaign includes all that was most exciting in the war which brought the Russian army within sight of the minarets of Stamboul. From the day when, "to show the stuff he was made of," he swam his horse across the Danube while General Dragomiroff was forcing the passage at Sinnitza, to the time when he could with difficulty be restrained from marching into Constantinople as soon as the British fleet entered the Sea of Marmora, he was the most prominent actor in the drama. He became the legendary hero of the campaign and in the minds of the common people he almost monopolised its glories. He was always in the forefront of the hottest battle—four horses were shot under him in ten days, but he was only wounded once, and after being in constant expectation of death for months he returned home safe and sound. His white uniform was to his soldiers as the white plume of Henri Quatre at the battle of Ivry. "I have heard the soldiers speak of him," says Lieutenant Greene, "as a general under whom they would rather fight and die than fight and live under another." They had often to die—sometimes 50 per cent of his command perished; but he spared no exertion to minister to their wants and to supply their needs. His division was the best fed and best clothed and best armed in the army. He was always with them in the most exposed positions in the fight, sleeping with them in the trenches and looking after all their necessities in the camp. In short, says Lieutenant Greene, "he succeeded so thoroughly in making himself one with his division that his men responded to his thoughts as readily as the muscles obey the will. I doubt if a more thoroughly ideal relation between a general and his men has existed since the days of Cromwell." His custom of wearing white, as if to court the bullets of his enemies, his reckless personal bravery, and the strange custom of his of always "going into battle in his cleanest uniform and fresh underclothing covered with perfume, and wearing a diamond-hilted sword, in order that, as he said, he might die with his best clothes on," gained him the reputation of a wild dare-devil, which somewhat obscured his real capacity as a general. In reality they only showed how thoroughly he had divined that secret power which lies in fascinating the imagination as well as of appealing to the reason of men. When he was sent to take Geok Teppe and subdue the Tekkes many shook their heads, and predicted that his impetuosity would be his ruin. So far from that being the case, he displayed the utmost caution, acted with the greatest deliberation; refused to move from July to December, until he had made all his preparations; and after he had carried on camels to the trenches no fewer than 1,575,000 rounds of ammunition, to say nothing of several thousands of heavy shot and shell, he laid siege to Geok Teppe, and captured that hitherto impregnable stronghold. He had 10,000 troops against 40,000 Asiatics, and he achieved the conquest of the Akhal Tekke country with a loss of 937 men. Only once in that campaign did Skobeleff display his usual recklessness. After the fortress had fallen he was riding through the country with his escort when he met several Tekkes. He asked who they were. They answered, "Friendly Tekkes." "How can I believe your word?" he asked again. "Tekkes never lie," was their confident response. "Well," replied Skobeleff, "if that is the case, I will send my escort home and will return accompanied by you." He was as good as his word, and his trust in the word of the Nomads was not misplaced. General Skobeleff is a Russian of the Russians. It is not often that such enthusiasm is linked to a "stupendous military genius," which leads Lieut. Greene to declare that should Skobeleff live twenty years more "he will be commander-in-chief in the next war about the Eastern Question, and history will then speak of him as one of the five great soldiers of the century, side by side with Napoleon, Wellington, Grant, and Moltke."

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American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.00 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.60 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$116.00 to 124.00
Cotton Yarn, Bombay	$79.50 to 82.00
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.87
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.05 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
GreyT-Cloths, 24yds. &33in. 6lbs. p. po.	$1.20 to 1.25
GreyT-Cloths, 24yds. &32in. 7lbs. p. po.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. po.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. QL p. po.	$2.10 to 2.15
GreyT-Cloths, 24yds 36in 8lbs. XX p. po.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.60 to 0.64
Handkerchiefs, Light Red, per dozen	$0.66 to 0.67
Turkey Red Shirtings, 3 lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
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White Brocades, per piece	$2.50 to 2.65

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Spanish Stripes, per yard	$0.72 to 0.73

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Iron, Nail Road, per picul	$2.40 to 2.50
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.75 to 6.80
Lead, WB, per picul	$5.50 to 5.55
Lead, LB, per picul	$5.40 to 5.15
Lead, Hole Chop, per picul	$5.40 to 5.45
Quicksilver, English, per picul	$57.90 to 58.00
Quicksilver, American, per picul	$58.00 to 58.10
Steel, English, per tub	$3.85 to 3.95
Steel, Swedish, per tub	$4.35 to 4.45
Sheathing Metal, per picul	$21.00 to 25.70
Spelter, per picul	$7.15 to 7.20
Tin, Malacca, per picul	$33.20 to 45.00
Tin, Plates, per box	$5.35 to 5.40

PRODUCE.

Almonds, per picul	$18.50 to 19.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Siam, per picul	$0.93 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche-de-Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$78.50 to 88.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow-Hides	$7.00 to 8.00
Camphor, packed, per picul	$18.50 to 20.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$135 to 185
Cardamons, Inferior, per picul	$20.00 to 20.50
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.70 to 21.00
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Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tangchow, per picul	$17.10 to 17.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$23.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Tooth, 4 to 5 pieces	$250 to 300
Elephant's Tooth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs	$1.48 to 1.54
Flour, American, per barrel of 100 lbs	$3.10 to 3.25
Flour, American, per barrel of 200 lbs	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$38.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 48.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 5.0.0 to 5.4.5
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.89 to 1.91
Peas, Yellow, per picul	$2.08 to 2.12
Peas, Green Beans, per picul	$1.89 to 1.91
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Patchouli, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,500 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.98
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.05 to 6.25
Seaweed, Green, per picul	$2.75 to 2.85
Seaweed, Cut, per picul	$3.05 to 3.15
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$36.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.85
Pepper, White, per picul	$19.40 to 19.70
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Banjar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.80 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.85
Sugar, Shek-lung, White, No. 1, p. pol.	$7.00 to 7.10
Sugar, Shek-lung, White, No. 2, p. pol.	$6.15 to 6.35
Sugar, Shek-lung, Brown, per picul	$4.05 to 4.10
Sugar Candy, Shek-lung, per picul	$9.20 to 9.35
Sugar Candy, Foochow, per picul	$9.75 to 9.80
Sugar Candy, Swatow, White, per picul.	$8.75 to 7.85
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.2.0 to 6.3.5
Window Glass, per box	$3.55 to 3.65

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amoy	Apl. 16	Herrmann	Brit. str	814	Siemssen & Co	Shanghai
Bothwell Castle	Apl. 6	Thomson	Brit. str	1653	Adamson, Bell & Co.	Portland, Or.
Carnarvonshire	Apl. 15	W. Patrick	Brit. str	1520	Adamson, Bell & Co	
Canopus	Apl. 4	R. H. Joy	Brit. str	1818	Russel & Co	Victoria, V.I.
Cebu	Nov. 29	Edgar	Amr. str	373	Captain	Laid up
Conquest	Sept. 28	Hamlin	Brit. str	315	Shun Hang Hong	Saigon
Esmeralda	Apl. 15	R. Talbot	Brit. str	395	Russell & Co	Amoy
Emuy	Apl. 14	Ortuzar	Span. str	314	Remedios & Co.	Amoy
Euphrates	Apl. 13	Mitchell	Brit. str	1299	Russell & Co	
Greyhound	Apl. 15	D. Scott	Brit. str	227	Adamson, Bell & Co	Hoihow
Hongkong	Apl. 14	—	Brit. str	67	Kwok Acheong & Sons	
Hoihow	Mar. 12	T. Shaw	Brit. str	895	Butterfield & Swire	
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	Canton
Joloano	Dec. 19	J. Marquez	Span. str	654	R. Mourente	Laid up
Khiva	Apl. 16	G. Scrivener	Brit. str	1419	P. & O. S. N. Co	
Kiang Ping			Chi. str		C. M. S. N. Co	
Lido	Apl. 15	Lewis	Brit. str	620	Yuen Fat Hong	
Lorne	Apl. 15	McKechnie	Brit. str	1035	Bun Hin Chan	
Ly-Tay	July 7	L. T. Tuck	Ann. str	1046	Shun Wo Yuen	Laid up
Namoa	Jan. 14	Westoby	Brit. str	862	D. Lapraik & Co	Repairing
Paladin	Apl. 16	Aubin	Brit. str	896	Tung Kee	Saigon
Pasig	Apl. 12	Urrile	Span. str	284	Remedios & Co.	Manila
Powan	—	A. G. Carey	Brit. str	—	H.C. & M. Steamboat Co	Macao
Sunda	Apl. 14	F. Coole	Brit. str	1029	P. & O. S. N. Co	Yokohama
Strathairly	Apl. 3	Fenwick	Brit. str	1236	Norton & Co	S. Francisco
Suez	Mar. 28	W. M. Dodd	Brit. str	1390	Russell & Co	Victoria, V.I.
Sun Tip	July 7	Y. Man Foo	Ann. str		Shun Wo Yuen	Laid up
Volmer	Apl. 3	Heintzelman	Dan. str	979	Geo. R. Stevens & Co	Saigon
Welle	Apl. 13	Mossmann	Ger. str	393	Meyer & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yot-sai	—	McDougall	Brit. str	250	Kwok Acheong & Sons	Macao
Yottung	Apl. 14	H. Kennet	Brit. str	286	Kwok Acheong & Sons	Repairing

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Agate	Mar. 30	C. W. Brown	Amr. bk	626	Chinese	Victoria, V.I.
Bertha	Mar. 27	Henne	Ger. bk	413	Carlowitz & Co	Hamburg
Brambletye	Mar. 31	T. S. Pickard	Brit. sh	1497	Captain	S. Francisco
Christel	Apl. 15	J. Bionings	Ger. bk	879	Order	
Caernarvonshire	Apl. 14	G. Williams	Brit. sch	388	Jardine, Matheson & Co	
Chas. Stewart	Mar. 29	H. R. Powers	Amr. bk	630	Captain	
Charité	Mar. 24	Leroy	Fren. bk	299	Carlowitz & Co	Tientsin
Christian	Apl. 9	C. Kossow	Ger. sch	250	Wieler & Co.	
Chattanooga	Feb. 22	Howes	Amr. bk	527	Douglas Lapraik & Co	
Charter Oak	Mar. 9	L. Gilkey	Amr. sh	964	Ah Yon	Victoria, V.I.
Elise	Apl. 3	J. Winters	Ger. sh	894	Carlowitz & Co	Manila
Edwin Reed	Jan. 26	Gilmour	Amr. bk	1178	Russell & Co	Portland, Or.
Endymion	Feb. 19	Richardson	Brit. bk	759	Arnhold, Karberg & Co	London
F. O. Sieben	Apl. 7	C. N. Dahl	Ger. bk	641	Captain	
Fritz	Jan. 28	Lankenau	Ger. sh	1490	Melchers & Co	Portland, Or.
Gesine Brons	Apl. 6	Trumbach	Ger. bk	401	Wieler & Co	
Henry	Apl. 6	T. Fischer	Ger. bk	1263	Captain	Manila
H. W. Dudley	Jan. 16	W. Dudley	Amr. bk	1128	Rozario & Co	Portland, Or.
H. P'zenberg	Mar. 24	Schonemann	Ger. bk	553	Melchers & Co	
J. Bourne	Mar. 23	A. Doane	Amr. bk	472	D. H. Ward	Victoria, V.I.
J. A. Borland	Feb. 26	J. H. Kent	Amr. bk	670	Arnhold, Karberg & Co	New York
K. Davenport	Apl. 15	E. B. Mallett	Amr. sh	1248	Captain	
Manhem	Apl. 8	Janssen	Swe. sch	463	Siemssen & Co	
Martha	Apl. 2	McPherson	Brit. bk	853	Rozario & Co.	Portland, Or.
N. M. Slade	Feb. 2	D. Gould	Amr. bk	561	Arnhold, Karberg & Co	New York
R. T. Clayton	Feb. 1	Thos. Davis	Amr. bg	250	Order	Manila
Rock Terrace	Apl. 6	Hatchinson	Brit. sh	1769	P. & O. S. N. Co.	
Raven	Apl. 6	Whiting	Brit. bk	343	Ed. Schellhass & Co	
Sumatra	Jan. 26	Rock	Amr. sh	1079	Russell & Co	Victoria, V.I.
Tartar	Mar. 7	Bunje	Ger. bg	256	Melchers & Co	
Three Brothers	Apl. 5	H. Kahlske	Brit. bk	366	Ee Tye Hong	

MACAO.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Spark	—	Cadwallader			H.C. & M. Steamboat Co	Canton
Triumphante	—	—	Port. bk	—	—	Mozambique

CANTON.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Chinkiang	Apl. 14	S. M. Orr	Brit. str	799	Siemssen & Co	
Mei-foo	Apl. 13	Peterson	Chi. str	1234	C. M. S. N. Co	

AMOY.

IN PORT ON 10TH APRIL, 1882.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ardentienne	Apl. 5	Geddes	Brit. bk	377	Elles & Co	
Anna	Apl. 3	Meinschien	Ger. sch	317	Pasedag & Co	
Androkles	Mar. 22	Murray	Ger. bk	400	Boyd & Co	
Anna Dorothea	Mar. 29	J. Jonsen	Ger. bk	343	Pasedag & Co	
E. v. Beaulieu	Mar. 23	C. Oetting	Ger. bk	336	Pasedag & Co	Taiwanfoo
John Potts	Apl. 6	Brown	Brit. bk	374	Boyd & Co	
Mozart	Apl. 1	H. Shoum	Ger. bg	250	Captain	
Omega	Mar. 22	Chas. Bruce	Brit. bk	480	Boyd & Co	
Oswald	Mar. 26	Beysen	Ger. bk	448	Petersen & Co	
Presto	Apl. 8	Laidman	Brit. bk	394	Boyd & Co	
Satsuma	Apl. 2	Lord	Brit. bk	364	Boyd & Co	
Volox	Apl. 5	J. Wilkens	Dut. bk	240	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 8TH APRIL, 1882.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Batavia	Apl. 6	Inokay	Brit. bk	360	Kaw Hong Take & Co	
Caroline	Mar. 21	Nicholson	Ger. sch	272	Russell & Co	
Chateaubriand	Mar. 31	Dodd	Brit. bk	408	Kaw Hong Take & Co	
Oscar Vidal	Apl. 1	Richter	Brit. bk	299	Chinese	
Siberion	Mar. 26	Schultz	Ger. bk	360	Kaw Hong Take & Co	

SHANGHAI.

IN PORT ON 4TH APRIL, 1882.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Almatia	Mar. 18	Lapham	Amr. sch	331	Morris & Co.	
Alex. Newton	Mar. 29	Newton	Brit. bk	308	Morris & Co	
Brenda	Apl. 1	Swenson	Brit. bg	291	Mackenzie & Co	
C. of Montreal	Mar. 16	Mudgett	Amr. sh	1169	—	
Chinsee	Mar. 7	Moher	Brit. bk	561	Morris & Co	
C. of Bute	Dec. 10	Thompson	Brit. sh	793	Primrose & Co	
Dora	Dec. 30	Herboth	Ger. sh	1160	W. Hewett & Co	
Ericsson	Oct. 28	Plummer	Amr. sh	1646	Chapman, King & Co	
F. P. Litchfield	Feb. 2	Spalding	Amr. bk	1082	Russell & Co	New York
Hermann	Mar. 15	Lemcke	Ger. bg	209	Fr. A. Burchardi	
Hilda	Mar. 29	Krause	Brit. bk	386	Nils Moller	
K. Nelsson	Mar. 19	Peterson	Swed. bk	281	—	Amoy
Lucile	Dec. 4	Koch	Brit. sch	91	John Wilson	
Martha	Nov. 20	McPherson	Brit. bk	852	Morris & Co	
Nylghau	Mar. 19	Lovitt	Brit. sh	1252	C. & J. Trading Co	
Tiger	Feb. 27	—	Brit. bk	—		Burrard's In.
Willie	Feb. 19	Badenoch	Brit. sch	274	Morris & Co	

BANGKOK.

IN PORT ON 11TH MARCH, 1882.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Advance	Feb. 9	Dethleffsen	Siam. bk	336	Poh Seng	
Aline	Mar. 2	Bruhn	Siamsch	312	Wan Lee	
Bua Pan	Mar. 2	Hansen	Siam. sh	574	Poh Hee	
C. Wattana	Feb. 6	Ulrich	Siam. sh	656	Loh Muh Teng	
C. Kamrey	Feb. 24	Peterson	Siam. bk	480	Poh Hee	
Confucius	Feb. 18	Simpson	Siamsch	280	Chinese	
China	Mar. 8	Davidson	Siam. bg	199	Chesua Pau	
Courrier	Mar. 7	Smigelow	Siam. bk	362	Wan Lee	
Diamond City	Feb. 21	Spencer	Siam. bk	261	Poh Chin Soo	
Envoy	Nov. 26	Norenberg	Siam. bk	330	Wang Hong	
Falcon	Nov. 27	Evans	Siam. bk	368	Chinese	
Goliah	Feb. 21	J. Dentzan	Siam. bk	542	Poh Saun	
Hero	Mar. 5	Gomard	Siam. bg	155	Phra Weohit	
Kim Chy Seng	Sept. 17		Siamsch	—	Chinese	
K. H. Ching	Feb. 9	Gordin	Siamsch	172	Chinese	
Mercury	Mar. 2	Hennings	Siam. bg	—	Chinese	
Morning Star	Feb. 21	Michelsen	Siam. bk	570	Poh Tek	
Prosperity	Mar. 3	Hoff	Siam. bk	454	M. J. & Co	
P. Saraphi	Jan. 28	Moller	Siam. bk	454	M. J. & Co	
Rapid	Dec. 12	Steinbring	Siam. bk	429	Wan Lee	
Siam	Dec. 10	Thomsen	Siam. bk	294	Chesua Pau	
Siamese Crown	Jan. 27	Martin	Siam. sh	539	Poh Kian	
Starlight	Feb. 21	Kofoed	Siam. bg	240	Poh Hee	
Te Hongkong	Mar. 1	Buthmann	Siam. sh	636	Poh Seng	

NAGASAKI.

IN PORT ON 18TH MARCH, 1882.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
B. Diamond	Mar. 10	Boyd	Ger. bk	670	Order	
Brenda	Mar. 16	Swonson	Brit. bg	291	Chinese	
H. Bremer	Mar. 12	Bremer	Ger. bk	331	Captain	
Friedrich	Mar. 4	Whorup	Ger. bk	672	Captain	
Rachel	Mar. 17	Afflick	Brit. bk	232	Holme, Ringer & Co	

YOKOHAMA.

IN PORT ON 1ST APRIL, 1882.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anglo Indian	Mar 17	Kirkpatrick	Brit. bq	444	John Middleton	
Artemisia	Mar 18	MacFarlane	Brit. bq	332	John Middleton	
Assens	Mar 25	Bandess	Dan. bq	255	Chinese	
Adele	—	Gouldes	Rus. sch.	42	F. Retz	
Alexander	—	Carlson	Amr. sch	72	Captain	
A. Cashman	—	Tibbey	Amr. sch	51	Captain	
D. J. Tenney	Feb. 19	Wilson	Amr. sh	1687	Order	
Diana	—	Peterson	Amr. sch	64	Captain	
Emily	Mar 15	Creighton	Brit. bg	296	Chinese	
Guardian	Mar 15	Fletcher	Amr. sh	1123	Order	
Gitanilla	Mar. 9	Hunt	Brit. bk	472	Chinese	
Helene	—	Ewalt	Amr. sch	60	Captain	
K. Elizabeth	—	Johnstone	Rus. sch	113	Captain	
Lota	Mar 18	Dudfield	Brit. bq.	472	Chinese	
Mary C. Bohm	Mar 20	Baade	Ger. sch	83	P. Bohm	
Northern Light	Apl 1	Campbell	Amr. bq	385	Order	
North Star		Ridderbjelke	Rus. sch	38	Captain	
Ohude		Wilson	Amr. sch	72	Captain	
Otome	Sept. 30	Snow	Amr. sch	52	Captain	
Otsego		Pearce	Amr. sch	36	Captain	
Otter	—	Littlejohn	Amr. sch	70	Captain	
Prima Donna	Mar 15	Hatch	Amr. sh	1450	Order	

MANILA.

IN PORT ON 24TH MARCH, 1882.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Andromeda	Mar. 7		Ger. bk	1370	Captain	
A. Wichhorst	Mar. 11		Ger. sch	385	Captain	
Clifton	Nov. 9		Brit. bk	252	Captain	
Elizabeth	Mar. 17		Fr. bk	1083	Captain	
Estrella	Feb. 18		Span. bk	188	Captain	
Florence	Jan. 30		Brit. bk	435	Captain	
Golden State	Feb. 27		Amr. sh	944	Captain	
Mikado	Mar. 7		Brit. bk	643	Captain	
Mystic Belle	Mar. 8		Amr. sh	754	Captain	
Mohawk	Jan. 12		Brit. sh	1338	Captain	
Meta	Aug. 2		Ger. sh	1332	Captain	
Minerva	Nov. 3		Span. bk	637	Captain	
Nervion	Feb. 7		Span. bk	598	Captain	
Pauay	Mar. 10		Amr. sh	1190	Captain	
Paulino	Mar. 10		Ger. sh	1088	Captain	
Primus	Feb. 23		Rus. sh	1148	Captain	
Paul Jones	Aug. 24		Amr. sh	1358	Captain	
Ringleader	Feb. 9		Amr. sh	1183	Captain	
Romus	Oct. 20		Brit. bk	737	Captain	
Samar	Dec. 12		Amr. sh	1110	Captain	
Tecumseh	Mar. 13		Amr. sh	1306	Captain	
Wrecker	Sept. 7		Amr. sch	55	Captain	
Wilhelm	Fbe. 3		Ger. sh	1315	Captain	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	120	Com. Errington	Hongkong
Comus	corvette	14	230	Captain J. W. East	Pellew Island
Curacoa	corvette	14	230	Captain S. Long	Hongkong
Daring	composite sloop	4	120	Com. F. J. J. Elliott	Hongkong
Encounter	steam corvette	14	350	Captain G. Robinson	Hongkong
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Flying Fish	sloop	4	120	Lieut.-Com. Hoskyn	Kobe
Fly	double-screw gun-vessel	4	120	Com. A. F. St. Clair	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Hongkong
Iron Duke	double-screw iron frigate	14	800	Captain R. E. Tracey	Hongkong
Kestrel	double-screw gun-vessel	4	100	Com. W. M. Lang	Kobe
Lily	screw gun-vessel	3	95	Act.-Com. W. M. Carey	Borneo
Magpie	surveying vessel	3	160	Lieut-Com. A. Carpenter	Nagasaki
Midge	double-screw gun-vessel	4	120	In reserve	Hongkong
Moorhen	gunboat	4	387	Lieut.-Com. J.H. Corfe	Shanghai
Mosquito	gunboat	4	60	Lieut. Hon. Sandilands	Borneo
Pegasus	sloop	6	900	Com. E. F. Day	Singapore
Sheldrake	gunboat	4	367	Lieut. Com. M. Bridger	Shanghai
Swift	double-screw gun-vessel	5	150	Commander Collins	Hongkong
Tyne	troopship	—	—	Captain John E. Stokes	Singapore
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	250	Lieut.-Com. C. Lindsay	Hongkong
Wivern	turret-ship	4	350	In reserve	Hongkong
Zephyr	gunboat	4	60	Lieut.-Com. Pollard	Canton

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	80	Captain Schanz	Japan
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	600	Commander L. Kempff	Singapore
Africa	Russian corvette	8	—	Captain Alexeyeff	Singapore
Ashuelot	American corvette	6	700	Commander H. E. Muller	Nagasaki
Asia	Russian cruiser	11	—	Captain Amossoff	Singapore
D. of Edinburgh	Russian ironclad	200	—	Captain Giers	Singapore
D. M. de Molina	Spanish frigate	—	—	Captain T. Olleros	Hongkong
Ermak	Russian transport	—	—	Captain Koltchau	Japan
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Hertha	German corvette	19	—	Captain Von Kall	Singapore
Iltis	German gunboat	8	420	Commander Klausa	Hongkong
Kersaint	French corvette	—	—	Commander Gervaise	Yokohama
La Victorieuse	French frigate	14	600	Captain D. de la Batie	Hongkong
Lee Tak	Annamese gunboat	—	—	Commander Y. W. Tong	Hongkong
Legaspi	Spanish transport	—	—	Don Mariano Torres	Hongkong
Lutin	French gunboat	4	100	Captain Rouvier	Shanghai
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Kobe
Morge	Russian gunboat	7	80	Commander Tatarinoff	Tientsin
Moscow	Russian transport	6	—	Captain Tchirikoff	Vladivostock
Nerpa	Russian gunboat	7	80	Commander Valroudt	Japan
Palos	American gunboat	6	200	Lieut.-Commander Green	On a cruise
Plastoun	Russian corvette	8	—	Captain Polinsky	Singapore
Prince Pojarsky	Russian frigate	12	650	Captain Schanz	Singapore
Richmond	American frigate	14	800	Captain Skerrett	Kobe
Sobol	Russian gunboat	7	80	Commander Boyle	Shanghai
St. Petersburg	Russian transport	6	—	Captain Sideneuer	Vladivostock
Stosch	German corvette	19	—	Captain von Blanc	Hongkong
Strelok	Russian corvette	9	700	Commander Delivron	Vladivostock
Swatara	American corvette	8	1100	Com. A. P. Cooke	Japan
Tamega	Portuguese gunboat	—	—	Com. do Reis Carvalho	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Nagasaki
Vestnik	Russian cruiser	—	—	Captain Shestakoff	Singapore
Villars	French gunboat	15	650	Captain Dewatre	Hongkong
Vostock	Russian gunboat	4	—	Commander Molchonsky	Japan
Wolf	German gunboat	4	340	Commander Strauch	Manila

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75		Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chiên-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Chiên-jui	Revenue cruiser	3	80	17	—	Ma Lou Chow
Cheung-wan	—	—	—	—	—	West Coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yin Ting	Canton
Pong-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	On a cruise
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts
Tchun-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
San Hang	Viceroy's gunboat	—	—	—	Yang Yang Lin	Hongkong

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